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Hight Grain Co., grain brokers.
Smith & Co., F. P., grain brokers & commission.
Van Leunen & Co., Paul, consignments.

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Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Horton & Co., J. B., grain & hay commission.
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Owen & Brother Co., grain commission.
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Southern Brokerage Co., grain, hay, feeds & seeds.

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Jolley Grain Co., grain merchants.
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Topeka Gr. & Elevtr. Co., receivers & shippers.

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Independent Grain Co., grain commission.
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Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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Head Grain Co., grain, millfeed, seeds.

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spaces on the back of the leaf for entering
grain delivered on the contract. By using a
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GRAIN DEALERS JOURNAL

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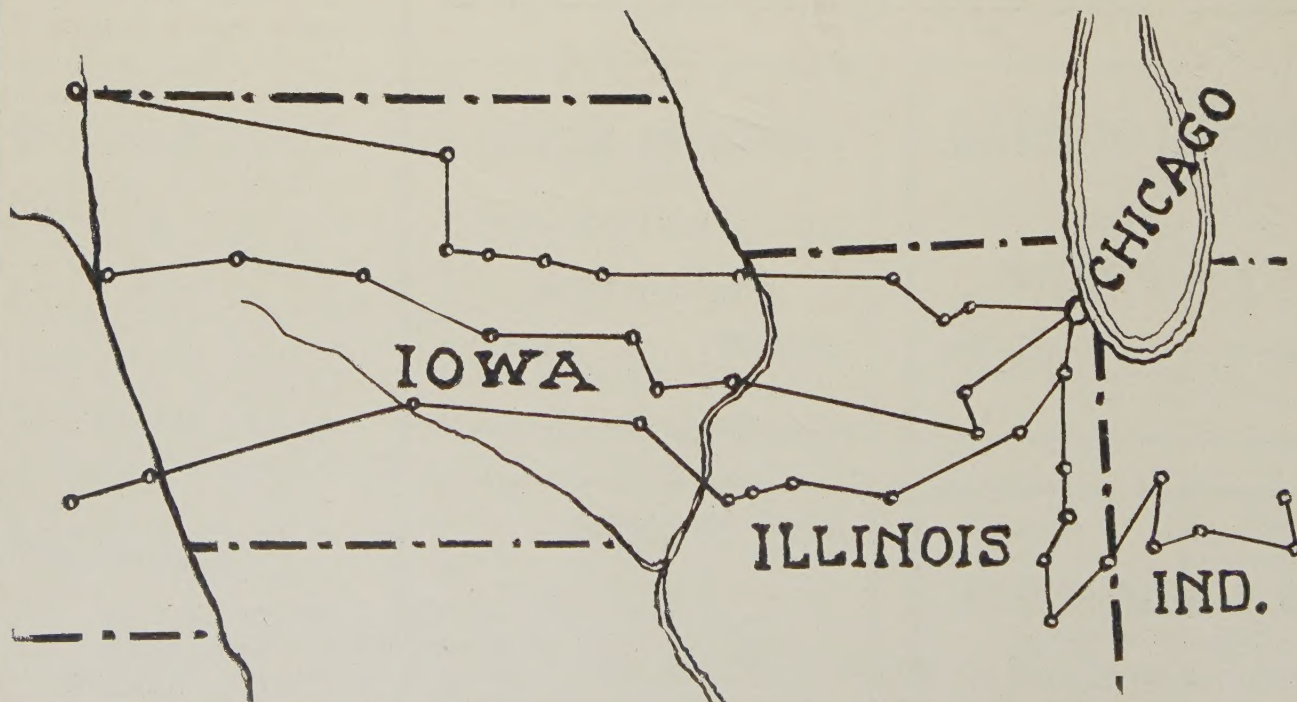
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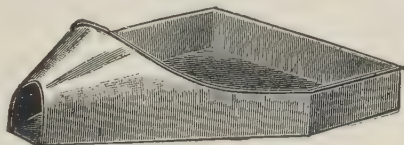
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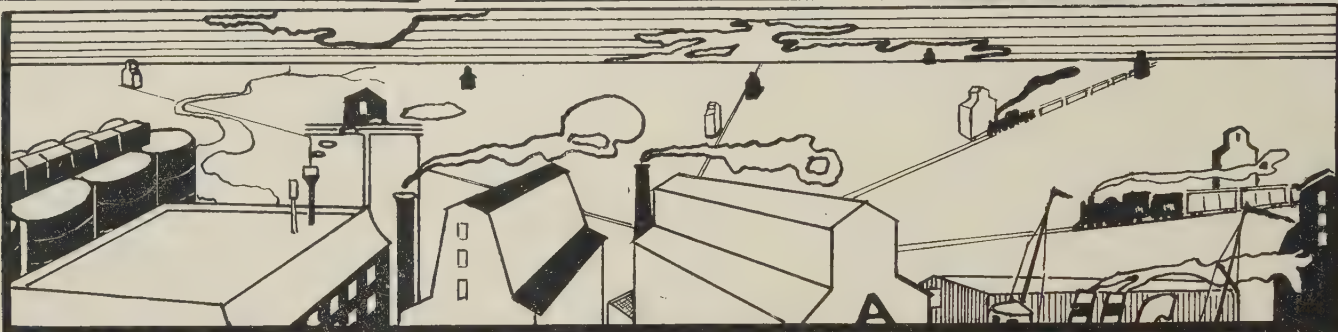
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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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OF CHICAGO

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RYE
CORN OATS
G. E. Gee Grain Co.
77 Chamber of Commerce, Minneapolis

Quotation Record
Is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on "Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—. Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.
As a handy reference record of market prices it has no equal. Each sheet is 9½x14 inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.
GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL

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Careful personal attention given to consigned grain. We know its value.

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Form 44.
FOR RETAIL COAL DEALERS.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

We solicit your CONSIGNMENTS for **STINSON-TENNEY CO.**
Minneapolis, Duluth, Milwaukee, Chicago.



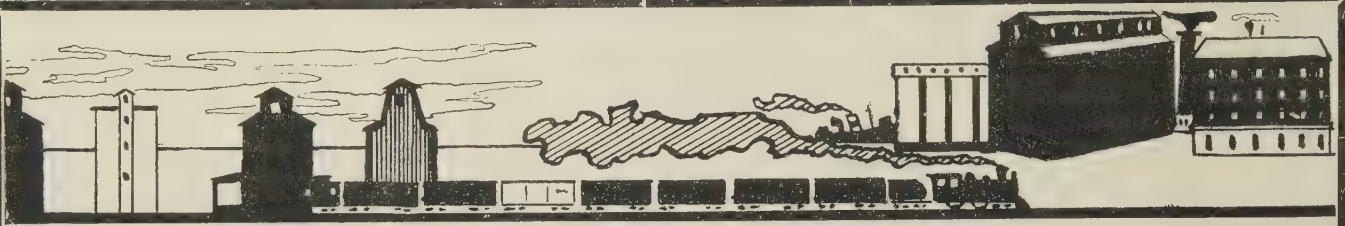
300 years ago, a certain sect of people were mighty thankful to be alive.
Today, a certain body of grain merchants are thankful to be alive, that is, more live than the rest of 'em.

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Send us samples of your off grade
Oats and Wheat, also Rustproof Oats,
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BUT MAKE YOUR SAMPLES OF CORN A CAR LOAD

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They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

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In the heart of the Kansas turkey wheat
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Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
None are more able to give you this than we.
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Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
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Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

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We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.
Correspond with us. Think it will pay you.
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"That's the Reason"
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Covering Trinidad, Pueblo and the Arkansas Valley in Colo. La Junta, Colo.

Our new mill now ready.
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Grain, Hay, Millfeed, Flour

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Absolutely Pure Buckwheat Flour.
We also manufacture highest grades of
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Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer. We want new corn and oat offerings direct from country shippers.

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Improved Type of

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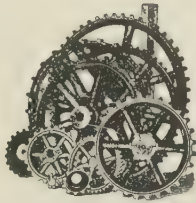
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Cast Iron, Steel, Rim, Wood
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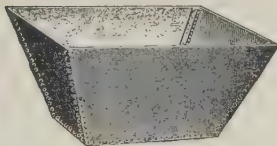
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LOWEST PRICES

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**Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.**

**SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy
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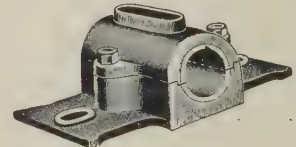
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All kinds



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Plain and Self-oiling

Everything in the Elevator

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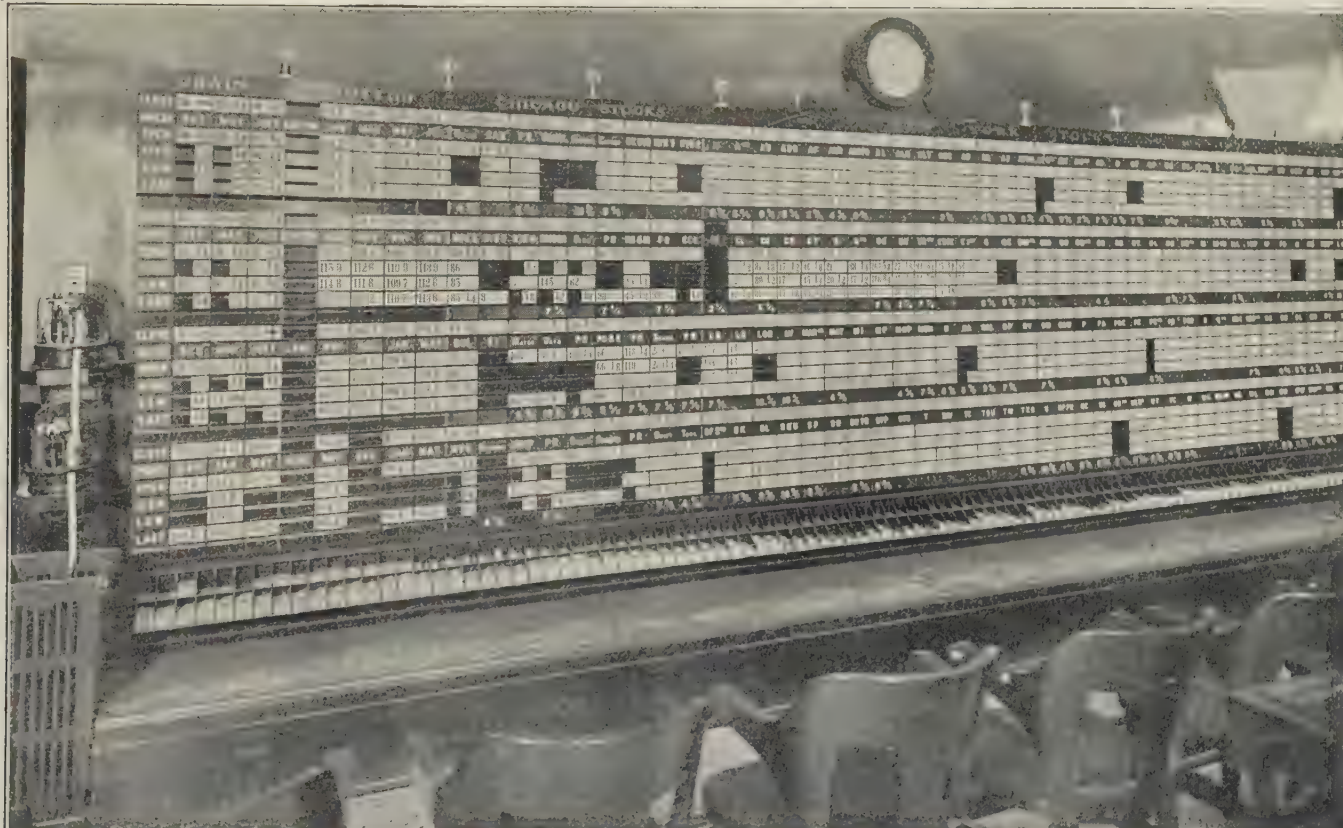
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Best material. Made in any size.

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This is an up-to-date board both in construction and appearance, is fast as lightning, and is attracting unusual attention. It is manufactured of oak or mahogany or any other lumber and finished as desired.

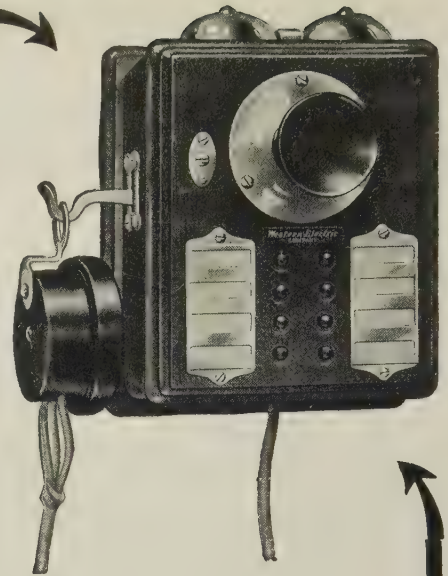
The daily quotations of all the leading Chicago and New York stocks, grains, cotton and statistics are indicated on this board by means of cardboard figures, thus eliminating the objectionable chalk dust, illegibility and a maze of figures. Requires only $\frac{1}{3}$ of the space taken up by the common plaster boards, **does away with ladders.** Cost of maintenance is practically eliminated. Will last a lifetime and can be moved if desired—made in any sizes and to correspond with any appointments.

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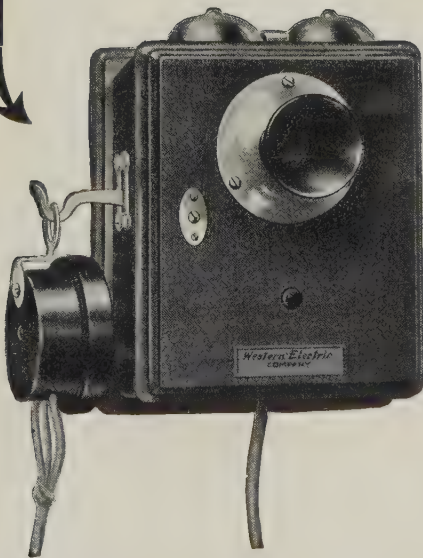
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Don't Walk! Talk!

Making messenger boys
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installed in your elevators,
warehouses and offices en-
able you to transact all
your internal affairs from
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*Let our Dept. 46-K tell you
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EQUIPMENT FOR EVERY ELECTRICAL NEED

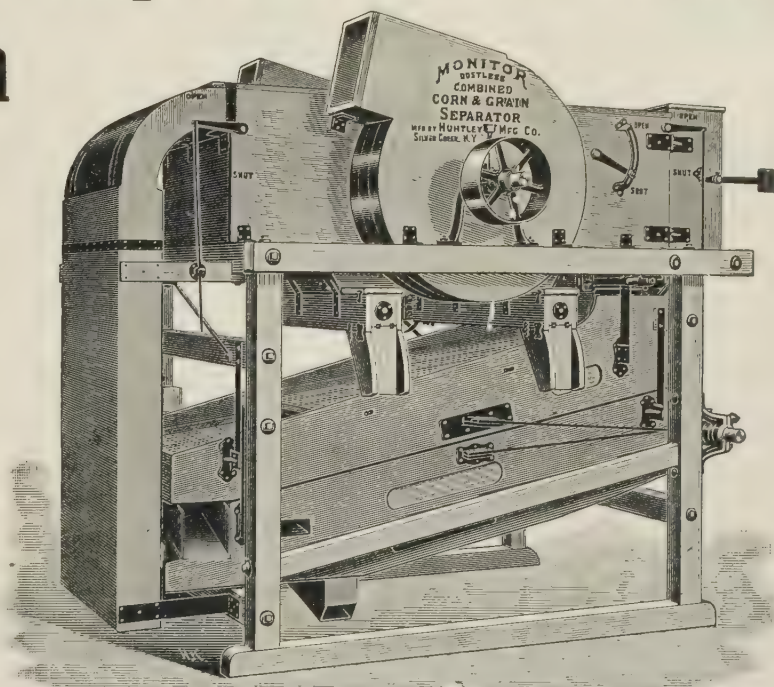
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Quicker Shifts, Simpler Work Cleaning Corn and Grain

ANSWERS THE PURPOSES OF TWO MACHINES

Because it is always ready for cleaning two kinds of grain without changing screens, hundreds of elevators are using this "Monitor" Combined Cleaner. Because it simplifies cleaning work where wheat, corn and oats are handled—takes but the floor space of one, and does the work of two cleaners, you should investigate its novel features. Because it's a "Monitor," protected by several patented improvements, we can guarantee you results in **work and economy** unknown to any other machine.

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COMBINED
CORN AND GRAIN CLEANER

When your commission man or receiver says—

**"We are paying 3c over the market for clean white oats,
We are offering premium prices on pure clean wheat,
We have a high bidder for clean sound corn,"**

Are you the man

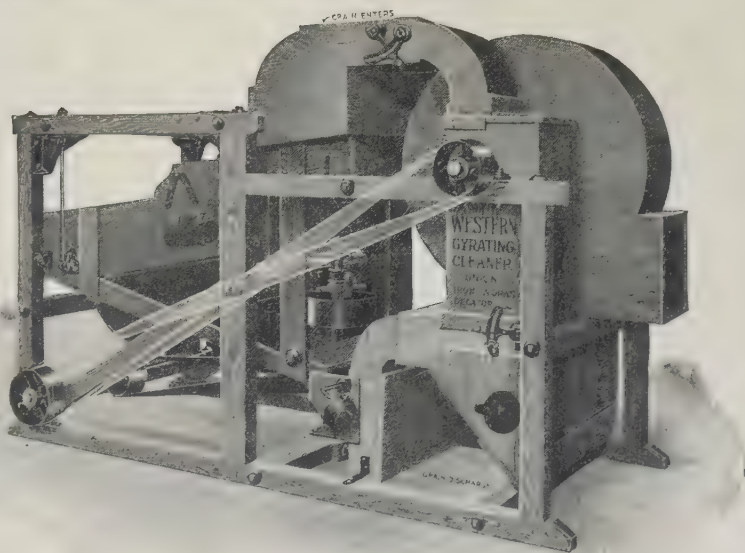
to make this extra profit? You make this extra profit on every car if you clean your grain, but you make most money when you use the

**"WESTERN"
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Grain buyers are demanding clean grain, and are willing to pay premium prices for it. Now, with the enormous crops they are even more particular than ever. Progressive shippers have realized this fact and are complying with these conditions. They have installed the Western Gyrating Cleaner.

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Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

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Ask us about it.

No samples of “R. F. & C.”

In Comparison,

there are many points of superiority of canvas belting over rubber, and there are many advantages in rubber belting not in canvas.

Salisbury “R. F. & C.” SOLID WOVEN RUBBER BELTING

is a combination of the best points in both.

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Established 1855

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50% Superior Construction

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50% Superior Quality

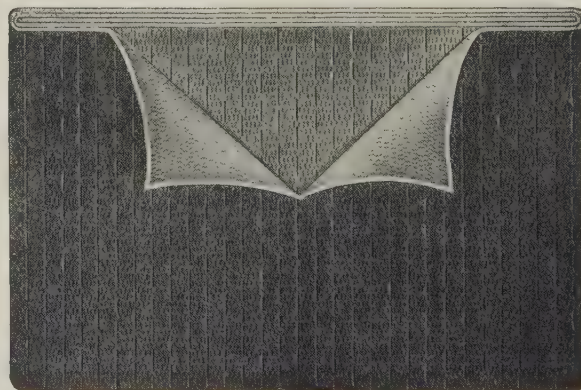
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100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

“REXALL” DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



1. The plies cannot separate
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There's a good reason WHY in each case—Let us send a sample and explain before you buy.

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Everything in Belting
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You can get
A MODERN ELEVATOR
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CONTRACTOR OF Grain Elevators.
Especially Designed for Economy
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Let us build your next elevator and make
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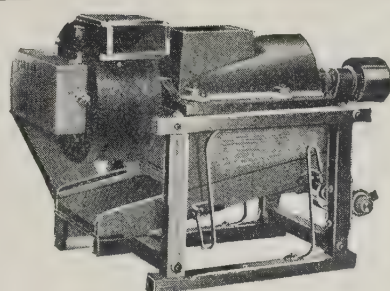
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Contractors **O. J. LEHRACK** **Kansas City, Mo.**

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Elevator and Mill
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You can depend upon it at all times.
Write us about any new equipment
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SIXTY YEARS OF SUCCESSFUL MANUFACTURING



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because the owner had seen one just like
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REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

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SIOUX CITY, IOWA
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THE ONE MAN

Who is helping the grain trade to better
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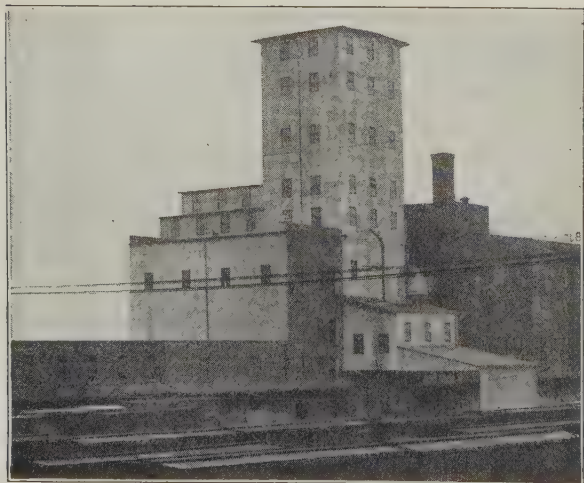
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**Reinforced Concrete Grain Elevator, Feed
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BUILDING CORN ELEVATORS

We would be pleased to figure with you on
building a corn house, or remodeling your
wheat house to handle corn. Write, wire
or phone us at any time.

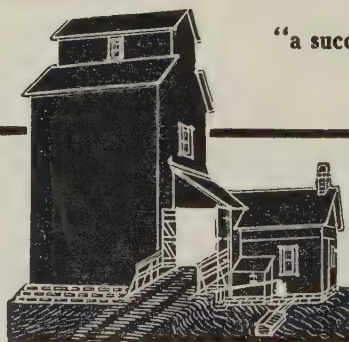
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Board of Trade

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GRAIN DEALERS JOURNAL, CHICAGO, ILL.

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Is a book designed especially for keeping a record
of each kind of grain received at a country ele-
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number of bushels of each kind of grain on hand.
Columns are also provided for date, name, gross,
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La Salle Street, Chicago, Ill.

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Elevator Builder

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A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one.

We know the business.

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GRAIN ELEVATORS

Any Size or Capacity

627 Board of Trade Bldg., Indianapolis, Ind.

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

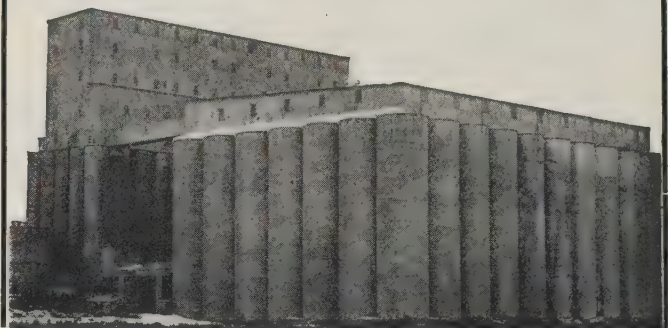
Minneapolis	-	Minnesota
Fort William	-	Ontario
Duluth	-	Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** in All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Henry Oliver Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd., Montreal

St. Louis, Mo., Bank of Commerce Bldg.

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.

Fort William, Ontario, Canada

PEERLESS
GRAIN FEEDERS CAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, MGT.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

Milwaukee Bag Co., Milwaukee, Wis.

The Improved KELLY-DUPLEX MILL

For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

Positive FORCE Feed

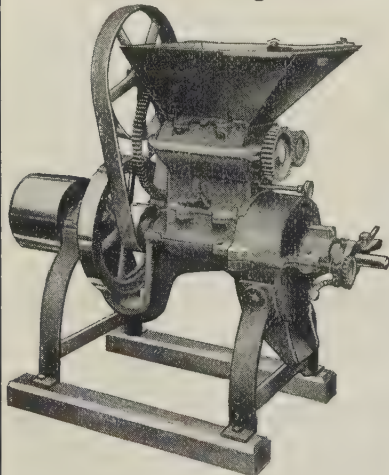
Wide and strong bearings, absolute alignment and uniform product.

Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft.

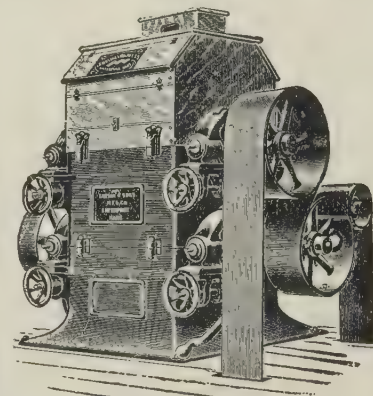
Well made, nicely finished, a real mill.

Especially Adapted to Gasoline Engines



Made in four sizes, 3½ to 20 H. P.
A high class mill at a moderate price. Furnished with bagger if desired.

THE DUPLEX MILL & MFG. CO.
SPRINGFIELD, OHIO



THE EHRSAM

Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory Street, Enterprise, Kansas
"Send us your rolls."

INVESTIGATIONS

SYSTEMS

JOHN F. SCHLIMME

Accountant-Auditor

SPECIALIZES IN GRAIN AND MILLING

Flour Exchange Building
MINNEAPOLIS - MINN.

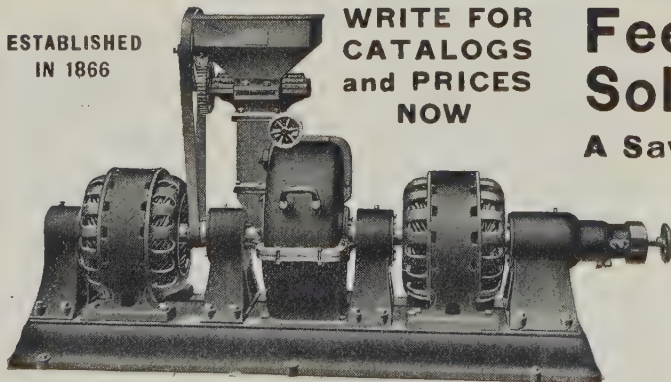
Telephone
Nicollet 2658

Correspondence
Solicited

"Monarch" Ball Bearing

ESTABLISHED
IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW



Feed Grinders will always
Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!
ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

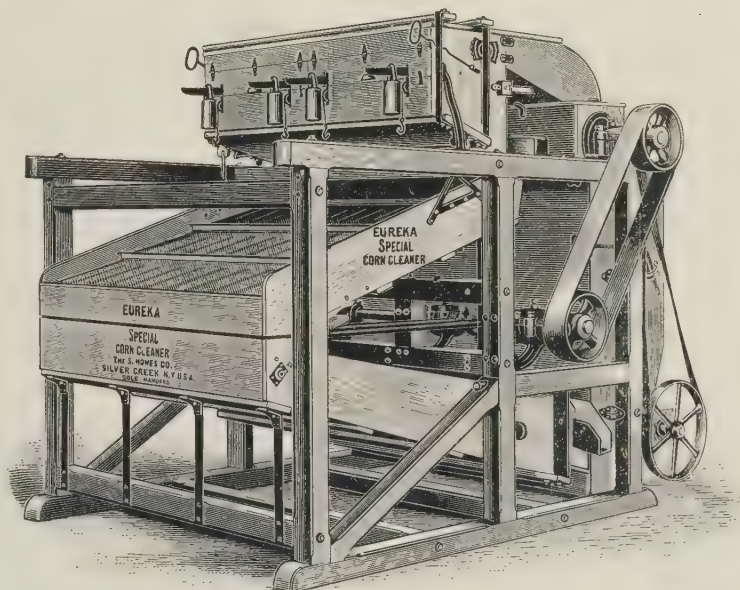
SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE: 53 W. Jackson Blvd., CHICAGO

THE MILL BUILDERS, P. O. BOX 260

BRANCH OFFICE } 613 McKay Bldg.
PORTLAND OREGON

"EUREKA" SELF-BALANCING CORN CLEANER



The vast amount of off-grade corn which arrives at the various terminal markets due to broken cobs and corn filled with husks, silks and other **moisture conserving material**, emphasizes the value of installing in the elevator the best cleaning machinery obtainable.

We have yet to see the Corn Cleaner which will take corn, cobs and husks direct from the sheller and separate them in **two** operations as well as this machine will do it in one. ¶ With **equal efficiency** this Separator will also clean wheat, oats and barley.

CATALOG FREE

The **S. HOWES COMPANY, Inc.**
Eureka Works Silver Creek, N. Y.

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS JOURNAL, • La Salle St., Chicago, Ill.

**Tyden Car
Seals
Prevent
Losses and
Claims.**



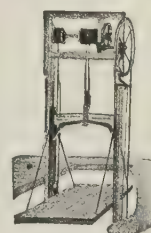
Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
Hastings, Mich.

Chicago Office, 617 Railway Exchange.

NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

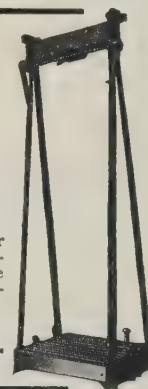
Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.



The Automatic Dump Controller

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump

Satisfaction Guaranteed

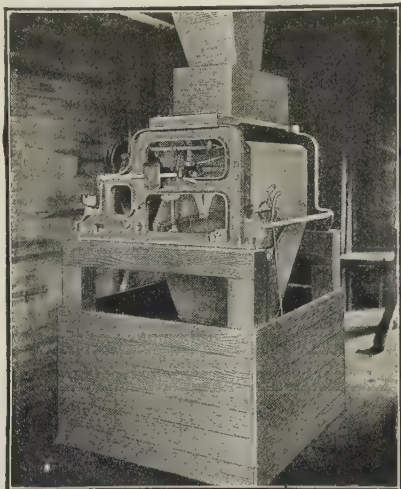
For descriptive circular and list of users

Write L. J. McMILLAN

Board of Trade Bldg. Indianapolis, Ind.



Do You Realize What a Remarkable Success the RICHARDSON AUTOMATIC SCALE Has Been During the Last 25 Years?



This shows a Richardson patent **Equipoise** automatic scale at Cherry Grove, Ind., owned by Crabbs, Reynolds, Taylor Co. of Crawfordville, Ind., and they have eight similar scales in their elevators.

So successful has it been that to-day it is held to be **The Standard Automatic**.

Go where you may—and you will find "**The Richardson**." There are **thousands** of them in America. They are also to be found in all European countries, South America, Africa, India, Japan, etc. Why is this? Well, first of all, it's because **The Richardson Automatic** is an accurate scale—it has been officially tested and accepted as accurate. It's built with an equipoise beam, which finds its own level when the elevator settles, and so is always accurate.

It's so simple that any one can operate it. There are **no** complicated adjustments to attend to. The scale will be accurate today—tomorrow and ten years hence.

Drop us a line and say you are interested. We are ready to show you and can ship you a scale when you want it.

RICHARDSON SCALE COMPANY 209 S. State Street, CHICAGO

Passaic,
N. J.

Box 876
Kansas City, Mo.

413 Third St., So.
Minneapolis

Box 305
Omaha, Neb.

Box 694
Dallas, Tex.

Did It Ever Occur to You

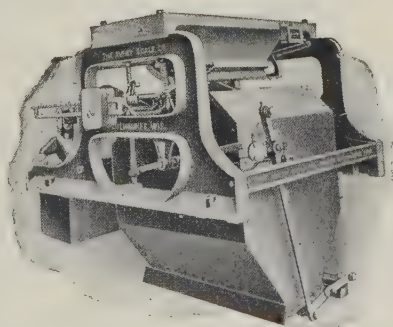
that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co. Minneapolis, Minn.

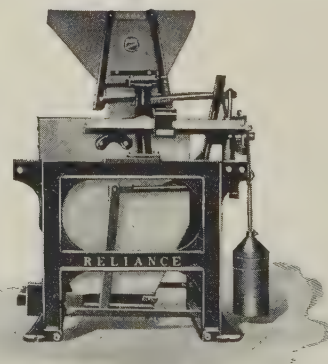
Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Avery Automatic Scale



Are you losing money because you cannot swear to your grain weights? **Protect yourself**, install an **EVERY AUTOMATIC**. It will pay for itself in a short time by the savings made. Drop us a line—it puts you under no obligation.

EVERY SCALE COMPANY
NO. MILWAUKEE, WIS.
Chicago Office, Monadnock Building



IF we used a hundred more parts on the **RELIANCE** Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the **RELIANCE** and no little detail has been overlooked.

Investigate.

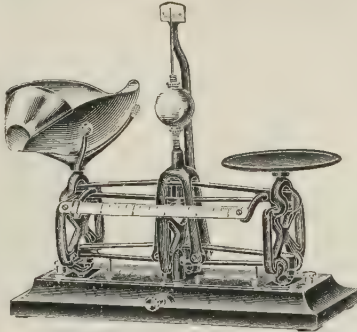
Write for Catalogue.

National Automatic Scale Co.
Bloomington, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr-Newell Co.
Cedar Rapids, Iowa,
Iowa, Agents

Torsion Balance Grain Test Scale



Designed according to suggestions of the U. S. Government for the determination of moisture in grain, according to Bulletin No. 99, Bureau of Plant Industry, entitled "A Quick Method for the Determination of Moisture in Grain."

Slide beam to 5 grammes by 1/20 gramme, Special Scoop; arrest.

Write for Catalogue.

The Torsion Balance Company

FACTORY:
147-9 Eighth St., Jersey City, N. J.

OFFICE:
92 Reade St., New York, N. Y.

Cover's Dust Protector

Rubber Protector, \$2.00
Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.

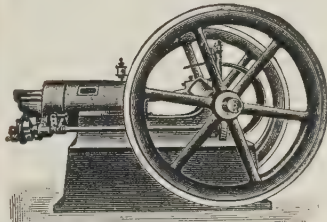


SPECIAL



Murphy Mfg. Co.
Kansas City, Mo.

HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

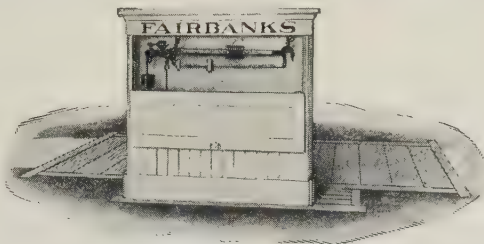
Sonander Automatic Scales

Witte Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET MINNEAPOLIS, MINN

Satisfy Your Customers



It means more trade to you to have the men you deal with entirely satisfied that your weights are absolutely correct.

Fairbanks Scales

will satisfy them. They are known everywhere to be correct in principle and construction and entirely reliable. Equipped with

Fairbanks Type Registering Beam

they will give you a permanent and indisputable record which protects you and your customer from any possible error in reading or writing down weights.

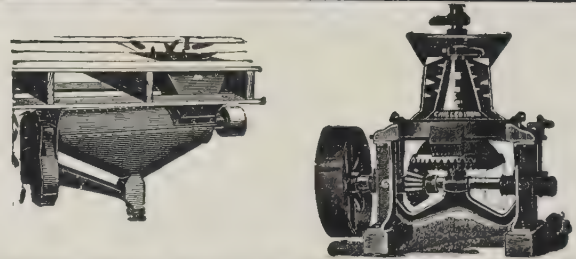
Write for Catalog No. 550UM.

Fairbanks, Morse & Co.

Wabash Ave. and Eldridge Place, Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Systems, Windmills, Feed Grinders.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50cts.

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper 10 1/2 x 3 1/2 in., in each book. Order form No. 4. Price 50 Cents. GRAIN DEALERS JOURNAL, - - - 315 S. La Salle Street, CHICAGO

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

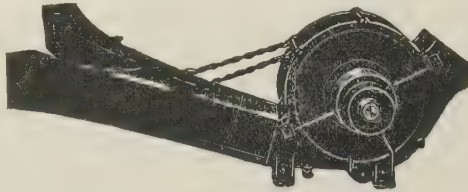
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.



THE K-C CAR LOADER

The Loader that saves its price on every car

- ¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.
- ¶ Will grade your grain from one to two points higher on account of even distribution.
- ¶ Money refunded if Loader is not satisfactory after loading three cars.
- ¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agents

K-C CAR LOADER CO.

214-18 American National Bank Bldg.
ST. PAUL, MINN.



IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

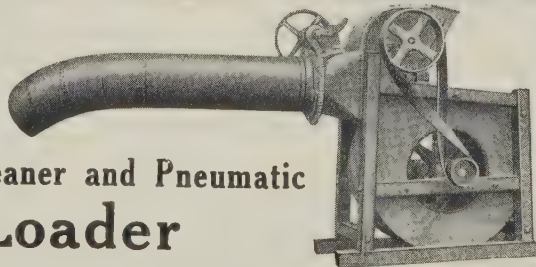
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYER CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"



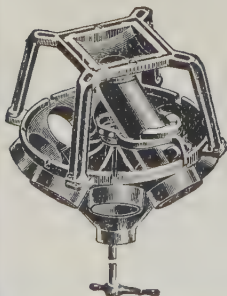
HALL SPECIAL ELEVATOR LEG

The leg without a choke

AND

THE HALL SIGNALING DISTRIBUTOR

The Distributor without a mix.



They double capacity,
Are more convenient,
And never wear out.

Send us number of bins, total lift, capacity desired and get free specifications for equipment suited to your elevator.

HALL DISTRIBUTOR CO.

222 Range Bldg., Omaha, Nebr.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



CYCLONE BLOW PIPE CO

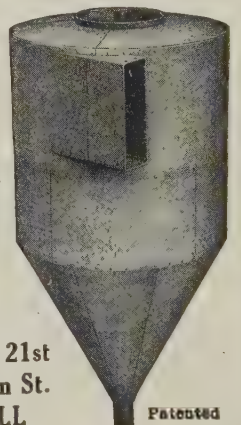
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented

THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



The New "1905"

Cyclone Dust Collector

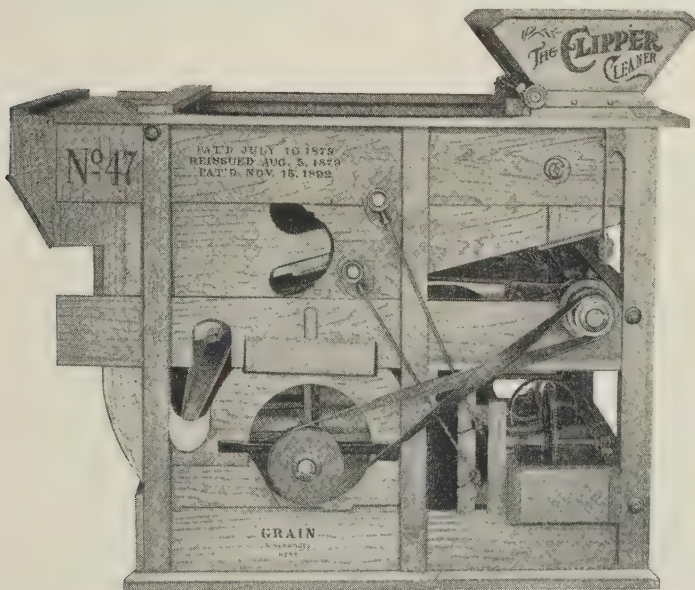
Write for our Catalog.

Investigate.

The Knickerbocker Co.
JACKSON, MICH.

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

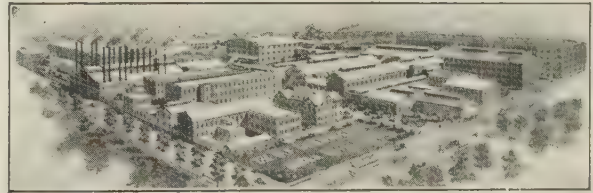
The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

J-M ASBESTOS ROOFING



Plant of B. F. Goodrich Co., Akron, O., covered with J-M Asbestos Roofing

Composed of *solid asbestos rock* fibres and Trinidad Lake Asphalt, this ready roofing is literally a pliable sheet of stone. It is *all* mineral. Contains no perishable material. Gives perfect fire protection. Never needs coating or graveling. Won't rust, melt, crack or peel. Makes buildings warm in winter and cool in summer. It is the result of over half a century's experience in the manufacture of roofings. Sold direct if your dealer won't supply you.

Write our nearest branch for sample of the curious Asbestos Rock and Catalog No. 303.

H. W. JOHNS-MANVILLE CO.

Manufacturers of
Asbestos and Mag-
nesia Products

ASBESTOS

Asbestos Roofings
Packings, Electrical
Supplies, Etc.,

Albany
Baltimore
Boston
Buffalo
Chicago
Cincinnati

Cleveland
Dallas
Detroit
Indianapolis
Kansas City
Los Angeles

Louisville
Milwaukee
Minneapolis
New Orleans
New York
Omaha

Philadelphia
Pittsburgh
San Francisco
Seattle
St. Louis
Syracuse 1463

The Gerber Patent Flexible Chain Telescope Car Loading Spout



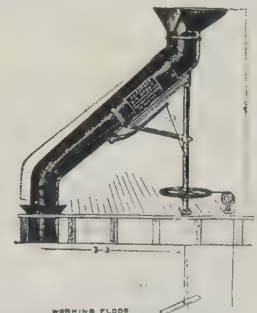
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



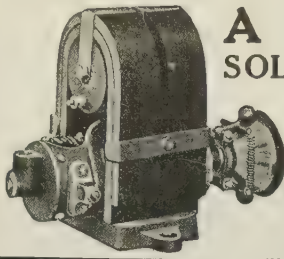
BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



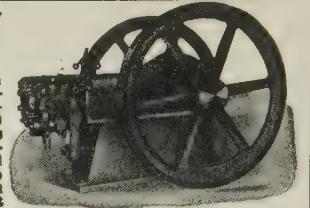
A "WIZARD" MAGNETO SOLVES THE IGNITION PROBLEM

Don't try to get along with those old worn out batteries, and then find yourself at a continuous expense for new cells. Save that money. Dynamos burn out points, and burn themselves out. Save that expense. Batteries and Dynamos are a continuous expense. "Wizard" Magneto is perpetual money-saver. Start saving money today—by writing for descriptive catalog G. D. and prices.

HERCULES ELECTRIC COMPANY
INDIANAPOLIS, IND.

New—Near-New
Rebuilt and
2nd Hand
Gas Engines

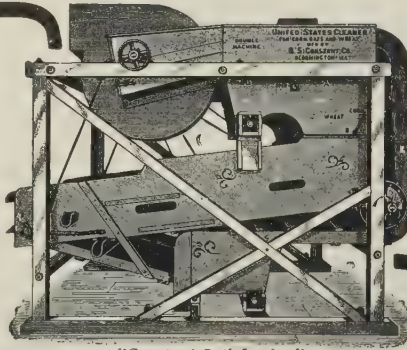
of our own
make, thor-
oughly guar-
anteed—8 to 50
H. P. Let us
know your re-
quirements and
we can, no
doubt, fit you
out with just
what you want.



The New Era Gas Engine Co.
86 Jefferson Avenue, PORTSMOUTH, OHIO

"Believe me, there's some Cleaner!"

Honest, Mr. Elevator-Man, we could not furnish you with any better testimonials than the expressions of approval on the part of the contractors, after we have demonstrated to them the many advantages of the



"Constant Satisfaction"

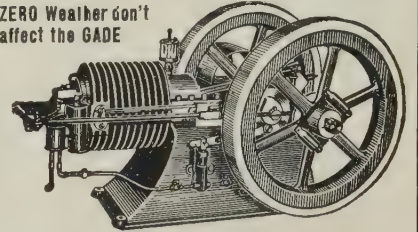
U. S. GRAIN CLEANER

Men who work with cleaners every day, and are thoroughly familiar with the advantages of every type and make of grain cleaner, and then to hear 'em say, "Well, say, that looks good to me," and, "You've got the right principles," why you can't beat it.

Yes, and what's more, the U. S. cleans the small grain just as satisfactory as it separates the corn and the cob. If you want a real GRAIN CLEANER—then we want your want. Write

B. S. CONSTANT CO., Bloomington, Illinois

ZERO Weather don't
affect the GADE



Sizes 1½ to 12 H. P.
The "freeze-up" feature has been eliminated from the GADE as well as other troublesome features. Investigate the simple and economic GADE before you buy. Saves every third gallon of gasoline as compared with other engines. Always ready winter or summer. Ask us for our proposition.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

YOU DON'T KNOW

The advantages of gas and gasoline power until you have tried Magnetos.

You don't know Magnetos Until you've tried

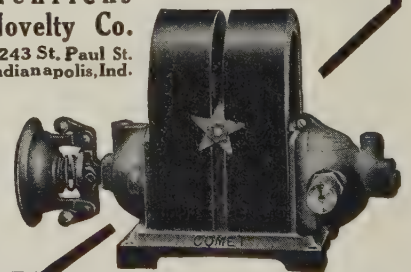
THE COMET

Simplest, most compact and powerful magneto made. Leads all others in simplicity which is the keynote of our design. Special prices:

For Make & Break Spark \$10.—For 1 or 2 Cyl. Jump \$11.

Write for catalog—Thirty Days Trial.

**Henricks
Novelty Co.**
1243 St. Paul St.
Indianapolis, Ind.



Speaking of Christmas

Why not express your appreciation for the past patronage of the grain man through your logical messenger, the Christmas Number of the GRAIN DEALERS JOURNAL, published Dec. 25th.

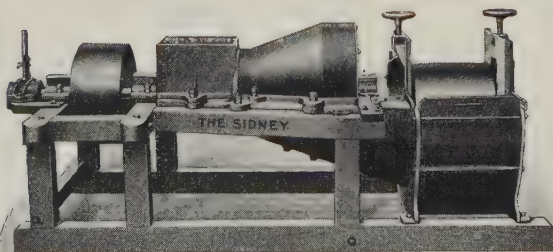
May we send you an appropriate advertising suggestion?

Grain Dealers Journal

315 S. La Salle Street, CHICAGO, ILL.

Sidney Corn Sheller and Elevator Boot Combined A NEW PITLESS SHELLER

Not an Experiment, but a Proven Success



Gentlemen:

The Combined Shellers and Boots that we have installed in the last year in our Irwin and Liberal elevators have given us very good satisfaction and we have no cause for complaint.

Liberal, Mo., Oct. 10, 1912.

Yours truly,
LIPSCOMB GRAIN & SEED CO.
By Luther Lipscomb.

THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

MANUFACTURERS OF

Sidney Shellers and Cleaners, Grain Elevating and Conveying Machinery

Write for our Complete Catalog

A COMPLETE STOCK OF SHELLERS AND REPAIRS CARRIED AT ENTERPRISE, KAN.

Simple Deduction—

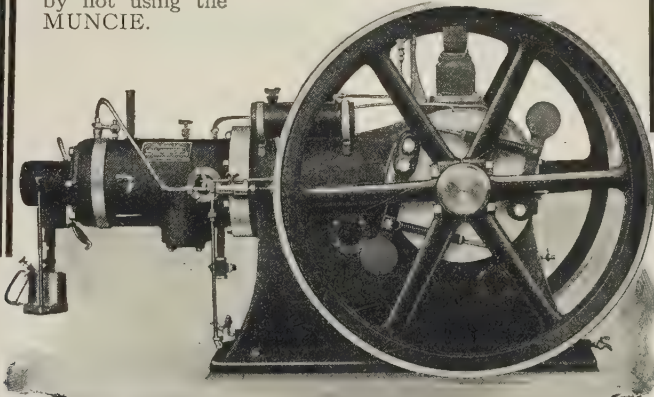
**Why you should install an OIL ENGINE, and
Why that oil engine should be a "MUNCIE"**

First, the MUNCIE operates on the cheapest Fuel Oils known, also operating on Crude, Solar, and Gas Oils, Kerosene, Distillate and Naphtha without any change in engine whatever.

No batteries to replace, no magnetos or dynamos to repair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power, and utmost engine efficiency.

The above, and further explanation by writing for our catalog, ought to convince you that you are losing money by not using the MUNCIE.



Write

Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads Muncie, Ind.

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

**DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.**

**ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY**

**A FULL STOCK CARRIED.
GET OUR PRICES.**

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound.

(Send for circular.)

New York JAMES H. RHODES & COMPANY Chicago

Powerful facts about a *power-full* engine

It's the "Superior" Gasoline Engine

The most economical power an elevator operator can install. Economy through efficiency, durability and reliability. Always rendering the utmost power and satisfaction; no continuous repair expense and always ready; no breakdowns.

Every Superior Engine is guaranteed to develop and maintain the rated horse-power with the claimed amount of fuel consumption.

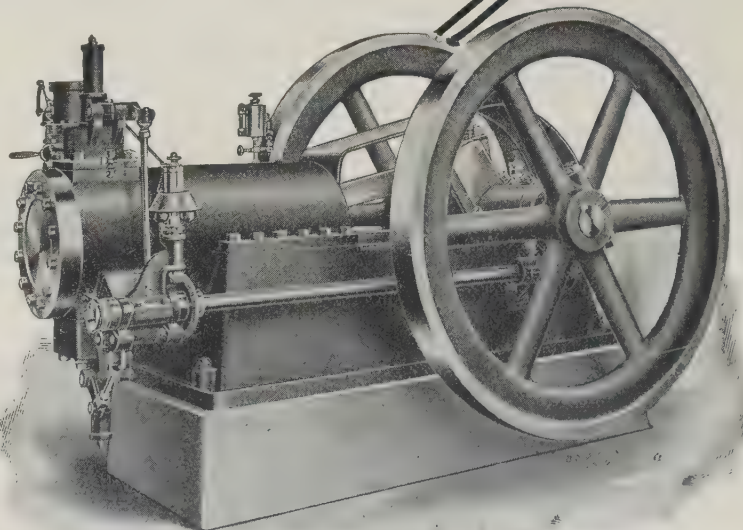
Ask your neighbor user; there's one near you. Shall we send you list of grain men using the Superior?

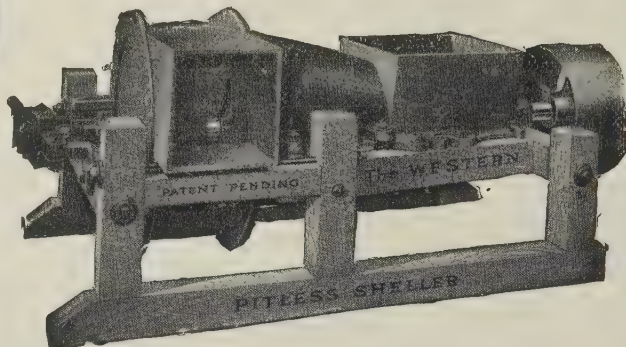
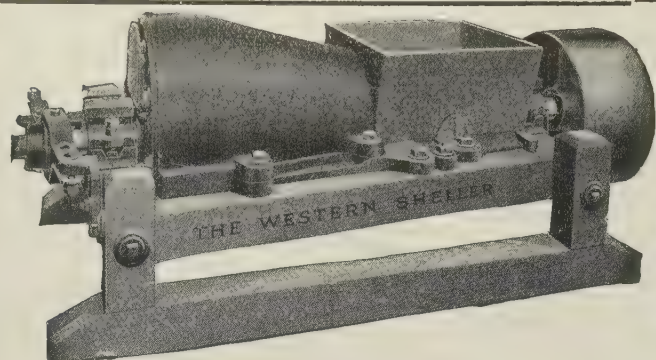
No trouble to give information and answer power problems; and our experience, service and solutions may save you a lot of power trouble.

Send for "Superior" catalog.

**Superior Gas Engine
Company**

SPRINGFIELD, OHIO





If grain men

were the most exacting and critical class of business men in the world, the majority of them would still use the

Western Pitless Sheller

The only fan discharge sheller on the market, which WILL NOT CRACK THE CORN. No pit or tank necessary, discharges directly into elevator boot, right or left, under or over. Can be adjusted while running at full speed, to all kinds and conditions of corn. 125 to 2,500 bushels per hour.

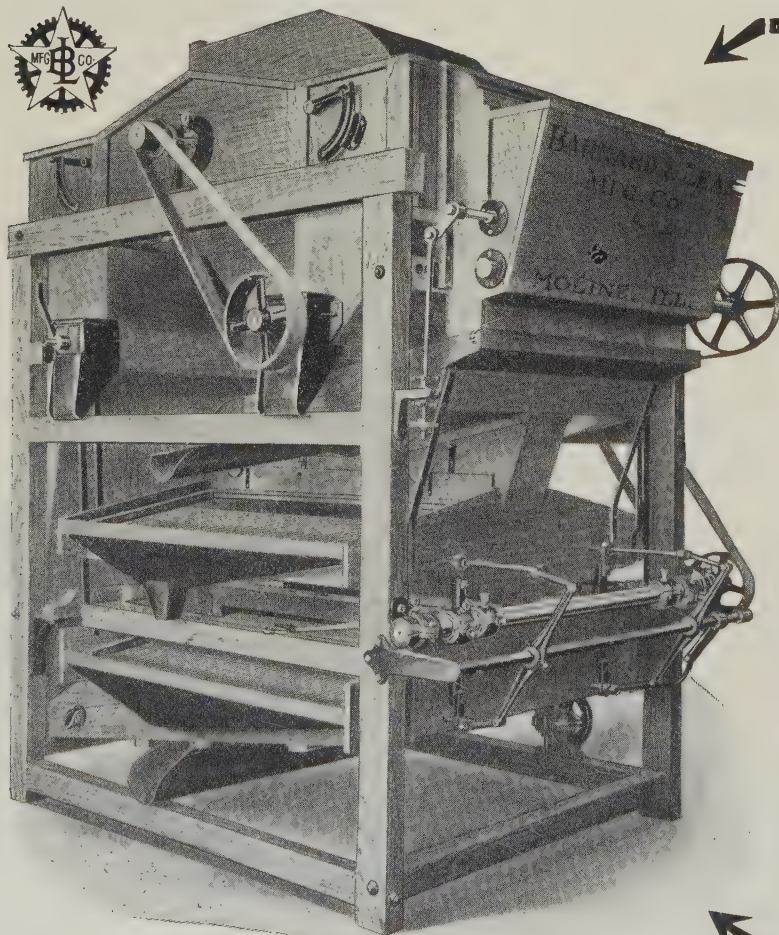
Now is the time you will wish you had a sheller. Let us write you about ours.

UNION IRON WORKS

::

::

Decatur, Ill.



A Satisfactory Investment

Barnard's Double Side-Shake Elevator Separator is satisfactory from every standpoint.

It satisfies the builders.

" " " owner.

" " " operator.

It has more valuable features than any other machine of its class.

It is the result of our experience of over 50 years in building separators.

It leaves nothing to desire in a grain cleaner.

Write us at once

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

SECOND-HAND MACHINERY.

1-No. Invincible Oat Clipper.
1-No. 8 Monitor Cleaner.
1-86x12 wood split pulley.
All in first-class condition; bargains.
Frank Kelley Grain Co., Remington, Ind.

MACHINERY BARGAINS.

1—second-hand Boss Car Loader.
1—second-hand No. 7 Bowsher Feed Mill.
4—Fairbanks Scales, test weights, new.
50-ft., wire car puller rope, with hooks, new.
2—Rich Compression Couplings, 15/16", new.
1—second-hand Bag Truck.
Some 5", 6", 8" and 9" four ply rubber belt, new.
30—steel grain buckets, 12x6, second-hand.
26—steel grain buckets, 8x5, second-hand.
24—% rods with nuts and C. I. washers,—8 ft. 10 in.
13—% rods with nuts and C. I. Washers,—10 ft., 6 in.
1—Mood Pulley, 42x6,—1—Mood Pulley, 26x11.
1—C. I. Pulley, 36x9,—1—C. I. Pulley, 22x10.
1—C. I. Pulley, 30x14,—C. I. Pulley, 22x10.
1—C. I. Pulley, 26x6,—1—C. I. Pulley, 18x7.
2—C. I. Pulleys, 16x7,—1—C. I. Pulley, 10x5.
2—C. I. Pulleys, 12x4,—1—C. I. Pulley, 9x4.
1—C. I. Pulley, 6x5,—1—C. I. Pulley, 18x14.
All of the above machinery in good condition, and will be sold at right prices.
P. H. Pelkey, 211 N. Grove St., Wichita, Kans.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.
Roller Feed Mills:—9x24 Case, 9x18 Barnard & Leas, 9x24 "Noye," 9x30 Wolf, all three pair high; 6x20 Howell, two pair high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, etc.

Corn Shellers:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers, one No. 2½ Western Gyration Corn Cleaner.

Attrition Feed Grinding Mills:—12 and 18 inch "Robinson," 16, 18, 20 and 24 inch "Monarch"; 24 inch Modern Special"; 30 inch "American"; 16, 19, 22, and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."
Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

BARGAIN LIST IN SECOND-HAND MACHINES.

Our Stock is Entirely too Large. It must be reduced.
FOR NEXT 30 DAYS WE WILL MAKE ATTRACTIVE OFFERS.
ATTRITION MILLS.

1—16 in. Lancaster Fondersmith.
3—18 in. Robinson Single Head, Att. Mills.
5—18 in. Robinson.
4—24 in. Robinson.
1—18 in. Halstead.
2—19 in. Foos.
1—22 in. Foos.
1—24 in. Foos.
2—26 in. Foos.
1—36 in. Foos.
14—20 in. Monarch's, with quick release.
12—24 in. Monarch's, with quick release.
4—18 in. Monarch's, with quick release.
4—20 in. Unique.
5—24 in. Unique.
1—18 in. Excel.
2—24 in. Excel.
1—30 in. Excel.
1—22 in. American.

The above have been traded in as part pay on Monarch Ball Bearing Attrition Mills. Will be sold at sacrifice prices.

BURR MILLS—VERTICAL.

1—16 in. Yale.
1—16 in. Foos, iron frame.
1—18 in. Richmond City.
2—20 in. Monarch Standard.
6—24 in. Monarch Standard.
1—24 in. Bartlett.
1—30 in. Kaeshner.

CRUSHERS.

2 No. 1 Monarch Corn Ear Crushers.
3 No. 2 Bartlett, all iron.
2 Wolf Bison Crushers (One Baby Bison).
1 No. 2 Wolf Bison Crusher.
1 No. 1 Mammoth Wolf Horiz. Crusher.
1 No. 1 Richmond Horiz.
1 No. 2 Unique, iron clad, corn ear Crusher.
1 No. 2 Bartlett.
1 Sullivan Corn Crusher, tight and loose pulleys.

ENGINES AND BOILERS.

1—50 H. P. Valley Iron Works, Automatic, 10x12 in. center crank.
1—40 H. P. Keystone Steam Engine, 9½x12 in. center crank.
1—40 H. P. Farquhar Steam Engine, 10½x16 in. center crank, band wheels 72 in. x 14 in. and 48 in. x 12 in.
1—10 H. P. Erie Steam Engine, center crank.

FEEDERS AND MIXERS.

3 No. 2 Double Wolf Imperial (new).
1 No. 1 Dutton.

ROLLER MILLS.

Double, Single, 2-pair high, 3-pair high, 3-high. All makes, sizes, types and prices, and everyone a bargain. Write for list.

SCALES.

1 Dutton Automatic Scale.

SEPARATORS.

1 No. 2 Monarch Receiving Separator.
1 No. 4 Receiving Sep. 200 to 300 Bus.
1 No. 257 Eureka Magnetic Separator.
1 No. 30 Munson Cracked Corn Separator.
The same careful attention is given to the reconstruction of second-hand machines that we employ on our new machinery and customers purchasing second-hand machines can do so with the confidence that they are as nearly like new as second-hand machines can be made.

SPROUT, WALDRON & CO.
"The Monarch Mill Builders."
P. O. Box 260, Muncy, Pa.

MACHINES FOR SALE.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND-HAND FOR SALE:—One slightly used Rochester Grain and seed cleaner, \$25; 2 hopper scales with timbers \$35 each; 2 boot tanks \$20 each; one double automatic shovel machine \$20; one steam engine \$40; 1,200 Salem elevator cups practically new, 6x18 and 6x16, 12c each; 10 belt tighteners \$5 each. Also write for prices and descriptions of a complete flour mill outfit and a 25 H. P. steam engine, with 40 H. P. boiler and smoke stack complete. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American.....\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 420 B, Monadnock Block, Chicago, Ill.

GASOLINE ENGINES

25 H. P. GASOLINE ENGINE for sale cheap. Only run forty-five days. Address, G. G. Jones, Larue, Pa.

30 H. P. NEW ERA GASOLINE engine for sale. Just been overhauled and good as new. Address Syler Bros., Ankenytown, Ohio.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

40 H. P. NEW ERA GAS ENGINE for sale; 40 H. P. Traverse City gas producer. Both in good condition. \$2,600 plant for \$1,000. A bargain. Address Custer Milling Co., Custer, Mich.

FOR SALE—One fine 8 H. P. Milwaukee horizontal stationary gasoline engine complete, \$128.00. Many other styles and sizes. What are your power requirements? Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATORS for sale or exchange. Where you can live cheaply and make money every year, and not have much invested. Address, Central, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—NORTHERN INDIANA Elevator in good condition and in good business section. Address Rudolph V. Shakes, Plymouth, Ind.

ELEVATOR FOR SALE located on M. K. & T. and St. L. & Mo. S. Ry's. New plant thruout. Large country to draw from, further particulars. Address T. F. Jameson, 1407 Spruce St., Coffeyville, Kans.

OHIO ELEVATOR—Dandy grain station. Big retail trade. Good profits. Price \$15,000.00, will take good income property up to \$7,000.00. Address, Snap, Box 10, Grain Dealers Journal, Chicago.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

LAST CALL! THIS INDIANA elevator will be sold for \$4,500 to first bidder. Largest and best territory, ships from 125 to 150 cars annually. No competition. Owner sick, and must sell. Write today to "Last Call," Box 10, Grain Dealers Journal, Chicago.

CENTRAL PENNSYLVANIA—For sale or rent a 5,000 bu. elevator, feed, flour, coal, cement, fertilizer and implement business in small town of 500, good farming section. One competitor. A splendid point. Good reasons for wanting change. Price \$3,000. Address "F.", Box 10, Grain Dealers Journal, Chicago.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

10,000 BU., MISSOURI ELEVATOR for sale at a real bargain. Good business, first-class elevator, handling grain, feed and seed. On Wabash Ry., in good farming country. Not much money needed. Address Missouri, Box 6, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Nebetter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

TEXAS ELEVATOR FOR SALE—40,000 bu. grain elevator and two large hay barns with total capacity of 200 cars. Elevator fully equipped with all latest machinery, corn sheller with gasoline engine, elevator with electric dynamo and lights. Will handle over 150,000 bus. of grain and 1,000 cars of hay, coal, flour, salt, etc., this year. This is one of the best located elevators in the state. Well established trade. Will take nearly \$20,000 to handle or its equivalent. Also have elegant home which I will sell or trade with elevator. Address N. P. Teague, Rosenberg, Texas.

ELEVATORS FOR SALE.

OVER 6,000 ELEVATORS to choose from if you make your wants known thru the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

SOUTHERN KANSAS:—Two elevators for sale in the famous wheat and corn belt of Kansas. Will sell one or both. Price and terms reasonable. Best of reasons for selling. Address, Kansas, Box 9, Grain Dealers Journal, Chicago.

MONTANA ELEVATOR—Third interest in modern elevator and feed mill for sale, to party able to handle business. \$1,500 salary. Large territory, no competition. Address R. X., Box 9, Grain Dealers Journal, Chicago, Ill.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

HERE'S THE ELEVATOR you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

A 6,000 BU. OHIO ELEVATOR for sale in one of the best sections of the State. Doing a big business. Anyone wishing a good elevator can do no better. Built nearly four years. Please investigate. Address Investigator, Box 8, Grain Dealers Journal, Chicago.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

ELEVATORS WANTED.

WANTED TO BUY, grain or grain and feed business in Colorado. Give full particulars. Address, Morgan, Box 10, Grain Dealers Journal, Chicago, Ill.

I AM IN THE MARKET for elevator located in a good grain country, and in a town of 500 to 1,500 population, with good schools and churches. Address, Buyer, Box 10, Grain Dealers Journal, Chicago.

TO TRADE FOR ELEVATOR—160-acre Indiana grain and stock farm. Elevator must be well located. Western or Central Indiana preferred. Address W. J. Mercer, Spiceland, Ind.

WANTED A MODERATE PRICED elevator in Western Ohio or Eastern Indiana. County seat town preferred, with an established retail trade. Will purchase half interest in a good paying elevator proposition. Address, Wanted, Box 9, Grain Dealers Journal, Chicago.

WE DO NOT GUARANTEE TO SELL your elevator, but we are confident that we can furnish you with the largest number of ready buyers at the smallest cost. That is, if you insert your elevator offer in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

WANTED—TO BORROW \$3,500 on first-class elevator property. A five-year loan preferred. Address F. L., Box 7, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—\$1,750 equity in modern five-room home in Fort Worth, Texas, for good vendor's lien note or interest in good grain or coal business. J. D. Quick, Lubbock, Texas.

WANTED AN EXPERIENCED grain man with \$1,200 or \$1,500 to buy half interest in an established brokerage business. Who can take charge and manage same. Address Broker, Box 8, Grain Dealers Journal, Chicago, Ill.

FLOUR, FEED, SEED AND MILL business for sale in the City of Burlington, Vt., senior partner desires to sell on account of death of junior member, business established 30 years. For price, etc., address Jones & Isham, Burlington, Vt.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

FARMER OR PRIVATE ELEVATOR location 6 miles from large terminal market. Good farming territory. Best opening in the country at New Butler, Wis., the New City just building on the new Belt line of C. & N. W. Ry., 6 miles N. W. of Milwaukee; no car shortage here, and the richest country in the Middle West. This is a rare opportunity. The Townsite Co., Loan & Trust Bldg., Milwaukee, Wis.

MILLS FOR SALE.

FOR SALE:—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

GOOD MILL AND ELEVATOR business for sale. No trades. W. W. Bromelsick, Eudora, Kans.

OKLAHOMA—Feed mill doing good business; good reason for selling. Write Jones City Mills, Jones City, Okla.

80 BBL. MILL FOR SALE, steam power, 75 H. P.; also elevator in connection, 25,000 bu. capacity; also 5,000 bu. elevator. Good wheat and corn stations, handle from 100-150 cars a season. Address 80, Box 8, Grain Dealers Journal, Chicago.

FOR LEASE—Elevator (12,000 bu.) and Flour Mill (100 bbl.) on account of owner's death. Now running overtime; up-to-the-minute equipment of Barnard & Leas. Fire and vermin proof. Main line R. R.—Nebraska. Private switch and grounds. An opportunity seldom offered. Address, "Ex-ecutor", P. O. Box 466, Omaha, Nebr.

MICHIGAN FEED MILL FOR SALE, good paying business, equipped with 15 H. P. gasoline engine, 1-16" Monarch Attrition Mill, 1 Monarch Corn Sheller, 1 cob crusher, two sets of elevators, one acre of land, all on railroad siding. Good location to build elevator. Going West reason for selling. Address, F. S. Thomas, McCords, Mich.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

FERRETS.

WHITE AND BROWN FERRETS for sale. Price list free. Bert Ewell, Wellington, Ohio.

HELP WANTED.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

WANTED—Second man in lumber, elevator and coal yard. Must give reference and willing to work as that is what we want him for. Address Johnstown, Box 7, Grain Dealers Journal, Chicago.

WANTED IMMEDIATELY capable manager and grain buyer. References. Apply Sec'y-Treas., The Halkirk Farmers Elevator Co., Ltd., Halkirk, Alta., Can.

WANTED—An experienced foreman in a grain elevator and cleaning house. Must be sober. Good salary to right man. Address, Foreman, Box 10, Grain Dealers Journal, Chicago.

WANTED—Experienced mill and factory supply man, who is a good salesman, to look after principally city trade and assist manager with correspondence. Prefer man understanding power transmission, elevating and conveying machinery, also steam power plants in all details and gas engines and all kinds of steam, mill and factory supplies. State age, experience and references. **GREAT WESTERN MFG. CO., KANSAS CITY, MO.**

WANTED—Experienced, competent and reliable man as General Manager for an 800 barrel mill, located in one of the best Soft Winter Wheat growing sections of Southwest Missouri. Railroad facilities unexcelled. Pleasant town to live in. Mill doing splendid trade in Southeast and Southwest. Mill fixed for handling and grinding hard wheat, as well as soft wheat. Want man with sufficient ability to keep mill running and enlarge trade. Also to have 10 to \$30,000 to invest, after investigation. This is a splendid opportunity for the right man. Address, Miller, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED by man of 12 years experience, prefer management of Farmers Elevator Co. Ask for interview. Address, Experienced, Box 10, Grain Dealers Journal, Chicago.

MARRIED MAN with fifteen years experience in grain and lumber business desires a position in grain business. References given. Address, Havana, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED BOOKKEEPER wants position, graduate of business college, three years' experience in the grain business, furnish best of references, salary \$75. Address, Bookkeeper, Box 9, Grain Dealers Journal, Chicago.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

YOUNG SINGLE MAN, seven years in grain office, desires position traveling. Familiar with territory and rates from Omaha and St. Louis South. Address, Traveler, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION AS BUYER WANTED with some first-class grain company, have had over 12 years experience as buyer and manager. Good judge of all kinds of grains, especially barley. Married, age 34. Can speak German and English. Present employers going out of business, reason for changing. Best of references, can give bond. Wish to change by Dec. 1. Address E. H. A., Box 167, Long Grove, Iowa.

GRAIN MAN with practical country elevator experience desires position as traveling solicitor with a reliable concern. Presently engaged as manager, operating elevator in corn belt of Ill. Past records and habits clean. Capable of application, and willing to devote honest effort and abilities towards obtaining results. Address, Practical, Box 10, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

6 TON USED FAIRBANKS SCALE for sale, 7x22 ft. platform. Cost \$170, will sell for \$70. M. Hilland & Son, Kewanna, Ind.

FOR SALE AT A LOW PRICE:—Sonander Automatic Scale, 1,000 bus. hourly capacity. In good condition. Waterloo Elevator Co., Waterloo, Nebr.

ONE 1500 BU. AVERY AUTOMATIC scale for sale, in good working order. Price \$50, F. O. B. Hartford. Second-hand. Farmers Elevator Co., Hartford, S. D.

FOR SALE—One 1,000 bushel Sonander Automatic Grain Scale, new, never been uncrated, at about half price. Power Equipment Co., 218 3rd Ave., N., Minneapolis, Minn.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. **NO OTHER WAY.** 12 years' experience worth \$1,000 to buyers **GRATIS.** List with me, buy of me and have good luck.

FEEDSTUFFS.

KEELING-EASTER CO., INC.
Manufacturers

Crushed oyster shells for poultry. Capacity 100 tons daily. Prices, samples and freight rates furnished on application. Live brokers wanted. Norfolk, Va.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

If Your Business

isn't worth advertising
advertise it for sale.



HAY

Ship Your HAY to

ALBERT MILLER & CO.

192 N. Clark Street, CHICAGO, ILL.

GOOD SALES QUICK RETURNS

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

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and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, LA SALLE STREET, **Chicago, Ill.**

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Liefmann's, Hamburg, rep. I. L. Radwaner, field sds.

Mann, G. S., seed bkr., field seeds, poultry grain.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn,

NEW YORK, N. Y.

Illinois Seed Co., The, grass and field seeds.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

WANTED—Carload lot buyers of low grade wheat suitable for Chicken Feed purposes. We handle all qualities of wheat. Correspond for samples and prices. Fraser-Smith Co., Minneapolis, Minn.

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WANTED—100 Cars Oat Straw.
C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

RECEIVERS AND SHIPPERS OF HAY. Ship yours to us for prompt returns. C. R. Rank & Co., Minneapolis-St. Paul.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

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Kansas City, Mo.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

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SWEET CLOVER SEED WANTED, white variety, large or small quantities, mail samples. Rochelle Seed Co., Rochelle, Ill.

COUNTRY RUN LOTS of Timothy Seed wanted in car lots or less. Send samples and prices to Mead Grain Co., Ft. Scott, Kans.

WANTED FOR SEED PURPOSES—Direct from country dealers in less than car lots. Spring Rye,—Beardless Spring Barley,—Barley,—Canada Field Peas,—Cow peas,—Millet,—Spring Wheat,—Buckwheat,—Timothy,—Clovers,—Alsike,—Alfalfa,—Early Ohio Potatoes,—Grass Seeds of all kinds. Send samples, state quality and quote price wanted. A. H. HOFFMAN, BAMFORD, PA.

GRAIN WANTED.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS



Southern Seeds

We are headquarters for

BERMUDA GRASS SEED, JOHNSON GRASS SEED, COW PEAS, SPANISH PEANUTS, LESPEDEZA OR JAPAN CLOVER, COLORADO GRASS SEED, HIGHEST QUALITY DOMESTIC ALFALFA SEED, FANCY RED RUST PROOF OATS, VELVET BEANS, ETC.

PITTMAN & HARRISON CO., Sherman, Texas

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?
If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

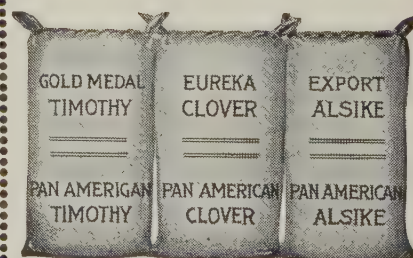
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MIXED ALSYKE and TIMOTHY

Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsike, etc.

THE ADAMS SEED COMPANY

Decorah, Iowa



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

MILLET SEED FOR SALE.
L. Spelts, Julesburg, Colo.

MEDIUM RED CLOVER SEED for sale in small amounts or car loads. J. W. Richards, Ferris, Ill.

FEW CARS EACH CHOICE Montana grown alfalfa and Red Clover Seed. Vogeler Seed Co., Salt Lake City, Utah.

ORCHARD GRASS, BLUE GRASS, ETC., headquarters and other field seeds. When in market send for sample and prices. ROSS SEED CO., LOUISVILLE KY.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, ILL.

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SEED CORN.

8,000 Bushels Johnson Co. White, grown from National Sweepstakes 10 ears, 1911. 10 other varieties, shelled or ear. Let us quote prices.

Miami Valley Seed Co., New Carlisle, O.

FOR SALE.

High grade Clover, Alsike and Timothy. Free from Foul Seeds. Choice clean Seed Barley raised on the bluffs of the upper Mississippi. The best malting barley territory in the U. S. Write for samples and prices.

R. E. Jones Co., Wabasha, Minn.

FOR SALE

Choice Wisconsin grown Clover Seed

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Pfeiffer Lumber Co.

DURAND, WIS.

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THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

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GRAIN, HAY AND SEED MERCHANTS
Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED

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DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
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CHICAGO

MINNEAPOLIS

CLOVER SEED

When you want to buy strictly choice to Fancy Medium or Mammoth Clover Seed—we have it. Ask for samples and delivered prices. Any quantity desired. Re-cleaned by the best machinery. Raised in Northern Indiana in the best seed district.

O. GANDY & CO.

SOUTH WHITLEY, IND.



Minneapolis Seed Company

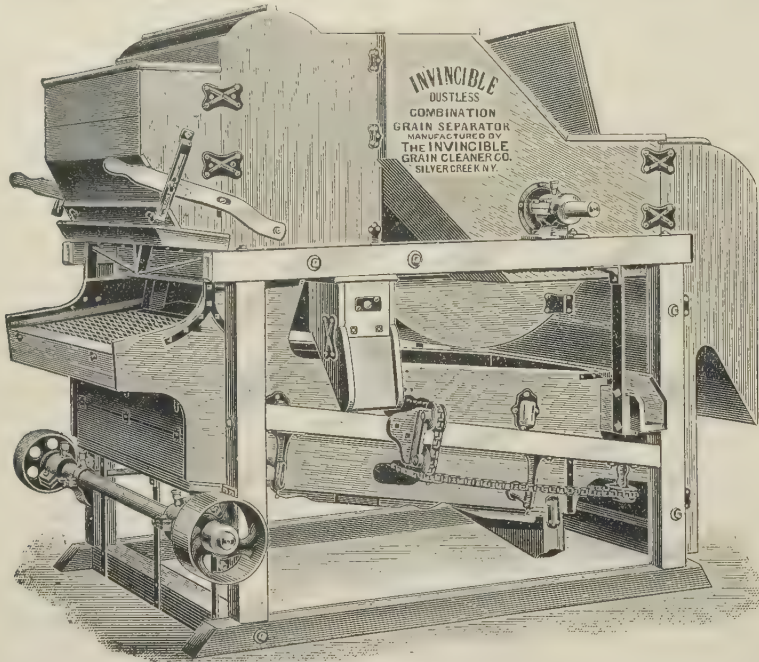
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

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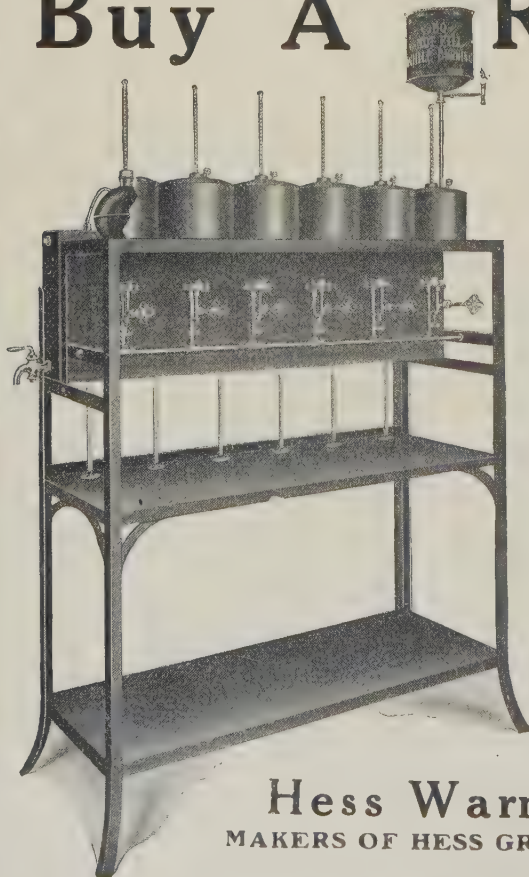
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Hess Improved Moisture Tester



Ours isn't "OFFICIAL": it isn't "THE ONLY BROWN-DUVEL": it isn't "GOVERNMENT STANDARDIZED": it isn't even the "ORIGINAL BROWN-DUVEL": but it's a BROWN-DUVEL just the same, with modern improvements

The first three phrases above are misleading and mean nothing at all but advertisers' "hot air." Here's why:—Messrs. Brown & Duvel, connected with the Department of Agriculture, designed a tester, patented it, AND GAVE THE PATENT TO THE PEOPLE OF THE UNITED STATES FOR THEIR FREE USE, FOREVER. Anybody can make BROWN-DUVEL testers: nobody can claim the exclusive right.

Others are making the ORIGINAL tester, just as it came from the designers' hands, crude and light in construction, inconvenient in form, expensive to maintain, and not entirely suited to the general need, any more than were the original typewriters, the original automobiles, the original steam engine, or the original anything else in its crude state.

WE IMPROVED IT; added metal enough to make it solid and strong; provided a tall steel stand to bring it high enough for convenience. Now (Nov. 15) we have arranged it so the receivers can be watched and handled from the front. The machine can, therefore, be set close to the wall, saving one third the floor space and avoiding free draughts of air. We have provided spacious shelves in this stand, to hold accessories, samples, etc.—a great convenience.

We use COPPER FLASKS, to adapt it to gasoline (as well as gas, alcohol and electricity), and to avoid the constant and expensive breakage of glass. Glass flask salesmen and advocates will sneer and tell you you can't see through copper, can't see the mercury; can't see the foaming oil, etc., etc., but our simple directions cover these points fully, and copper flasks save hundreds of dollars in breakage. If you have the least doubt of this ask for tester bulletin of Nov. 15th, 1912.

We make these testers IN OUR OWN FACTORY, and guarantee them fully. Your money back, including freight charges, if you are not fully satisfied. Free booklet.

Hess Warming & Ventilating Company
MAKERS OF HESS GRAIN DRIERS . . . 907 TACOMA BLDG, CHICAGO

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 25, 1912

IF YOU don't find the grain trade information wanted in the Journal, address your query, giving full particulars, to our "Asked-Answered" editor, and he will attempt to get it for you.

SHIPPERS to Chicago will find reason to be thankful next Thursday for the reduction in grain inspection fees which takes place Dec. 1st. It seems the inspection department succeeded in accumulating a surplus of nearly \$100,000 on the present fees, so deems it advisable to reduce the charge.

AN ILLINOIS elevator was sacrificed recently to the careless piling of cobs about the plant. A spark set fire to the cob pile, with the result that the entire plant was soon in ashes. If the elevator man would educate the farmers to haul the cobs back to the farm, they could be used profitably as fertilizer and a fire hazard removed.

GRAIN DEALERS who have decided convictions on reforms needed in grain trade methods or practices, should make known their views to the trade. Our department devoted to "Letters" is open for the free use of any member of the trade. We are working for improved trade conditions, and will gladly publish your suggestions.

ELEVATOR MEN who neglect or refuse to have their scales tested often lose patrons because of bad weights, and then actually wonder why they left them. Every grain buyer who has had his wagon scales tested frequently and posted the certificate of inspection where everyone could see it, has profited by the transaction, and also gained the satisfaction of knowing that he was getting all the grain he paid for.

NOTWITHSTANDING the freight traffic of the country has been increased manyfold and cut rates, rebates and passes have been abolished, still the railroads persist in demanding increased rates. It is but natural that the producers and shippers of farm produce should join hands in protesting against any increase in rates, as will be done by the new organization to be known as the Central States Grain Dealers Ass'n.

CONGRESS will soon convene and worry business men with threatening legislation, but fortunately the session is so short and the investigations on hand so numerous, the law-makers will not have time to do much. The grain trade is directly interested in the passage of the Pomerene Bill, and the killing of the numerous anti-option bills now pending. Vigorous work will be necessary to secure legislation at this session.

ARE YOU going to start the new year with a systematic accounting of your business, so that you can tell exactly how you stand any day of the year? Many grain firms have been wrecked, because the managers were unable to tell how they stood until all the grain was shipped out and paid for and they were able to learn the balance to their credit at the bank. Such slack accounting cannot be dignified with calling it a bookkeeping system. If every grain dealer would draw off a trial balance each calendar month, he would then keep much closer tab on his affairs, and we feel certain the trade would be cursed with less overbidding and more grain would be sold at a profit than is done today.

FALLING MARKETS, the natural result of unusually large crops, are sure to make it more difficult for the country shipper to do business at a profit than on a crop of rising markets, hence it would seem the part of wisdom for grain dealers who have a weakness for paying more for grain than prices ruling in the central markets justify, to post their prices each morning and stick to them, regardless of whether their competitor gets all the grain marketed that day or not. Shippers who bid up for grain and depend upon the markets to rise and pull them out of the hole are very likely to find the balance on the wrong side of the ledger when they commence to figure up the result of the year's business.

DON'T BLAME your competitor because you're not making money. He's not running your business, and not even trying to do so, in fact he may not be making any money either, all of which may be obviated if you will get acquainted and resolve to be fair with one another. Both must sell at about the same price, hence one cannot afford to pay more than the other, and it is generally folly to attempt to build up a profitable business by overbidding.

A SCOOPER of Woodstock, Ill., has perpetrated one of the latest get-rich-quick schemes upon the farmers of McHenry County. His plan was to bid more for the grain than it was worth, make a small payment down, with notes for the balance. When the notes came due and he was pressed for payment, he and his family disappeared in the night. Hereafter the suffering farmers of that section will sell their grain to established grain dealers who pay cash on delivery.

IF EVERY country elevator manager would always post his prices and stick to them, the bluffing farmers would soon cease telling yarns about what competitors are bidding for the same grade of grain. Every time the elevator man raises his own bid he convinces the farmer that he had been trying to take advantage of him, and was induced to pay a fair price only by the bluffing and blustering of the seller. Dealers who always stick to their prices soon convince the farmers that they cannot afford to pay more than they bid.

ALTHO the government has credited the country with producing a record breaking corn crop, many corn buyers are reporting the farmers to be complaining of unsatisfactory yields and much soft corn, which cannot be stored or shipped with safety, hence it is but natural that the majority of corn buyers are installing moisture testers, for the purpose of buying grain on the basis of dry content. Water cannot be sold as corn in any market, hence no shipper can afford to pay corn prices for it. Shippers of spring wheat and Ohio Valley shippers of oats have also suffered many losses from paying grain prices for water.

THE PRESENT Fall has been unusually favorable to the harvesting and marketing of the new crop. Last year much of the country was greatly handicapped by continuous heavy rains, immediately followed by heavy snowfall and cold weather, so that both the harvesting and the marketing of the crops were greatly interfered with. While favorable weather has greatly facilitated the movement of grain to central markets, shippers cannot afford to plan on a continuation of such conditions, as snow, ice and cold weather may soon handicap the railroads and prevent deliveries of grain within the contracted time.

INDIANAPOLIS members of the Board of Trade who heed the recommendation of the grain committee of that body will henceforth print on their stationery that they are members of the organization, and by so doing they will increase the value of their membership and handicap competitors who attempt to do business without membership. Receivers of every organized market could do as much without expense, and thus extend a measure of protection to discriminating shippers and buyers who keep posted.

WAR NEWS does not seem to have effected the grain market seriously, even tho the slaughter in southeastern Europe has been great. The newsmongers have attempted to involve Russia in a war with China, and then with Austria, and have made several attempts to involve Austria with other countries, but up to the present writing no guns have been fired by either of these countries. The chronic pessimist may obtain much consolation and encouragement from the war rumors, but the world's crops are generally good, so if war be declared, the prices for this year's crops are not likely to be greatly increased.

SHINGLE ROOFS and wood siding are now being tabooed by most of the progressive elevator builders, as well as by the mutual fire insurance companies making a specialty of this class of risks. The wonder is that the railroad companies have not refused to grant sites for the erection of grain elevators, unless the grantee agreed to cover his plant entirely with iron, so as to prevent fire being communicated to it by sparks emitted from passing locomotives. Fires so started not only bring loss to the grain elevator owner, but often bring long drawn out lawsuits and finally loss to the railroad company as well. Metal covering greatly reduces this hazard and the elevator owner who is seeking to avoid loss and trouble will have no other.

REDUCING the penalty on No. 3 corn delivered on contracts for No. 2 might be justified, but it would seem much better to make the commercial grade of corn the speculative grade. Most of the corn of the average crop will grade No. 3 in Chicago. By making the speculative grade the grade which the country has produced, handlers everywhere will be more likely to hedge against their holdings, and when they are so fortunate as to have No. 2 they can readily obtain a premium for it from the mixers, who strive always to turn out grain which will pass for the speculative grade. The point may be raised that No. 3 will not keep well enough for a speculative grade, but surely it will keep just as well as it does now when delivered to a buyer of No. 2 at a discount.

CONTRACTING the farmers grain is alright, if all the terms of the contract are placed in writing and signed by both parties. It is very difficult to prove a verbal contract, and often impossible to enforce it.

STORING GRAIN for farmers has seldom profited any country elevator man. Never has any profit been realized where free storage is given, in fact it has generally brot trouble and loss. In but few cases have the elevator men charged sufficient storage to cover interest on their investment. Too many elevator operators entirely ignore the cost of elevating grain, shrinkage and insurance. They figure alone on the value of the space occupied by the grain to their business, and many think they can easily make up for this by the ultimate purchase of the grain. If any elevator man can say aught in defense of storing grain for farmers without charge, or even for a small fee, he should let his voice be heard. The majority of progressive dealers of the land have long since declared against the practice and most of them have discontinued it.

DR. HARVEY W. WILEY'S name continues to be connected by Dame Rumor with the president-elect's cabinet and the Department of Agriculture. The dear doctor, if selected for the place, would no doubt take advantage of the first opportunity to avenge the grain trade's slight in going over his head and obtaining a reversal of his impractical ruling. The department needs a man who has a clear conception of business, as well as an understanding of what the government is striving to attain. Impractical scientists or near-scientists, who are ambitious to become autocrats, will make much trouble for the government and for the grain trade, so it would be well for the members of the trade who have any influence with the president, to take into consideration the qualification of the candidates presented and tell him.

HIGH BIDDERS and commission merchants who overprice the market often do so for the prime purpose of getting control of some of the shipper's grain or hay. Receivers who misrepresent market conditions do so because it is generally impossible for them to obtain any business without stooping to such methods. Ofttimes an unusually high bid is justified by the contracts of the bidder, but there is never any excuse for the strictly commission merchant misrepresenting his market. Shippers involuntarily look with suspicion upon padded prices and their makers. The padded price is often used by the sharper, who cannot obtain admission to the local grain exchange, to turn business his way, and shippers who grab at this kind of bait are generally stung, a fate which could be easily avoided were they to investigate the standing of the trickster.

A HAY receiving firm of slippery characteristics and doubtful methods, prints on its stationery "All quotations subject to confirmation in writing." Such a stipulation is always good where contract was consummated verbally, either over telephone or direct, but the fact remains that if a quotation is made and accepted by telegraph or letter in any state, the contract will hold, and confirmation is not necessary to its enforcement. The Supreme Courts of nearly every state have held that wherever two minds agree to a trade, it is there and then consummated.

THE STREET HAWKER, the transient peddler, has been outlawed in the world's Metropolis, and as soon as those registered die or retire from the business, no more will be licensed by the city. The transient merchant, the shyster, who swindles his customers and greatly interferes with the business of established merchants who pay taxes and support the local institutions, has prompted many American cities to levy a license on the peddler. This is done as a means of encouragement to country people who desire to patronize the town's merchants and to encourage the established merchants to put in larger lines of merchandise, thereby making the market more attractive. The scooper belongs in the same class of transients and should be outlawed.

WILL HANDLE GRAIN BY SAMPLE.

The Dominion Government has sanctioned the establishment of a sample grain market at Winnipeg, so the prospect is that inside of a year grain will be handled there by sample. The experiment will be watched by many markets on this side of the line, and especially by the champions of this plan of marketing grain. In the handling of the present crop, over 200 different grades have been used at Winnipeg, tying up much storage room, and preventing much grain being marketed at its full value.

Notwithstanding a grain inspection department is maintained in nearly every market of this country, buyers and sellers are not guided entirely by the grade placed upon the grain by the inspector. They insist upon having samples, re-samples and re-samples, until fully satisfied as to the quality of the car's contents.

In no organized market of the United States do all shipments of the same grade which are offered on any given day command the same price. This is due to the fact that some of the grain no doubt was skin grade stuff, and other variations were due to the difference in the work of the inspectors. So long as the members of the grain trade tolerate the grading of grain by politicians, they will continue to depend more on the sample than on the inspector's certificate. Some experienced dealers have long advocated the abolition of grades and the handling of all grain by sample, so each car load would be handled strictly on the merits of the sample.

ACCIDENTS IN GRAIN ELEVATORS.

An unusual number of accidents in grain elevators are reported in our news columns this number, and several were reported in the Nov. 10th number, which would seem to indicate a wave of misfortune spreading over those engaged in operating grain elevators. The unusual number of accidents cannot be credited to unusual carelessness, but rather to greater activity in the operation of the elevators. The movement of grain during the month has been very heavy and many elevators have been worked to their full capacity. Doubtless the employes of many plants have also been worked to their full capacity, so weariness due to overexertion may have robbed some of their usual vigilance and led them to forget their personal safety.

It would be much better for employer and employe if all hazardous machinery was well protected, so as to make it more difficult for accidents to occur. Then those who work about the elevator would not be put to the necessity of always being on guard for their own safety.

One man was suffocated by a fall of oats which had been caked in the bin.

One man came near to losing his eye sight while trying to relieve a choked spout.

One man in attempting to operate an old style dump not equipped with con-

troller, was crushed by the wagon and seriously injured.

One man stepped into a screw conveyor.

One man's hands were caught by the sprocket wheel of a conveyor.

Another man lost a finger while digging oats out of a chain drag.

One man nearly lost an arm while trying to release clogged boot.

Two operators were injured and two children were whirled into eternity by obtrusive set screws, which should not be tolerated in any elevator.

If our readers will watch our news columns carefully and profit by the experience of the unfortunates, these hazardous features of the grain elevator can be eliminated from most of them and their operation made less dangerous.

YEGGMEN have destroyed a number of safes for grain dealers this fall, and seldom have obtained enough of value to pay for their explosives. Some far-seeing grain firms have taken the precaution to place a tag on their safe dial, advising all interested as follows: "This safe contains books and papers of value to us only. They are placed here for protection against fire. If you wish to gain entrance, use the following combination: 49 right 3 times, 19 left 2 times, 31 right once." In this way the safes are generally saved from destruction and the books are not molested.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. I. & P. 31335 passed thru Greensburg, Kan., eastbound, Nov. 20, leaking wheat at both ends above draw bar. I called conductor's attention to it and repaired the leak as best I cud, while car was in train.—O. H. Landrith, agt. The Kansas Flour Mills Co.

U. P. 65645 passed thru Bostwick, Neb., eastbound, Nov. 19, leaking a stream of wheat. Agent at Superior, Neb., notified.—Elliott & Myers, Superior, Neb.

C. I. L. 17189 passed thru Sycamore, Ill., Nov. 18, leaking oats from the side of car.—W. F. Murphy.

C. B. & Q. 32917 passed thru Towner, N. D., Nov. 15, leaking wheat badly at one end.—John W. Ekstrom, agt. Dodge Elvtr. Co.

Erie 71820 passed thru Bison, Okla., Nov. 12, leaking badly from draw bar.—Chas. A. Lorell.

Seaboard 25183 was in the yards at Andover, S. D., Nov. 11, marked "bad order." The side post was broken, doors open, seals gone and the car leaked wheat badly.—C. Ellsworth.

B. & M. 62336, eastbound, was set out at Courtenay, N. D., for cooping, leaking badly under draw bar.—C. H. Prosser, agt. Minnesota Elvtr. Co.

Frisco 29489 passed thru Andover, S. D., Nov. 5, leaking badly at side door.—C. Ellsworth.

C. M. & St. P. 33408 was set out at Lennox, S. D., Nov. 5, with the draw bar pulled off. The car, which was loaded with oats, was transferred by team into C. M. & St. P. 65588 on Nov. 9. Cud not find out if any grain leaked before car was set out here.—Nels Everson, mgr. Farmers Elvtr. Co. of Lennox.

C. P. R. 148236 passed thru Regina, Sask., Oct. 3, leaking wheat at door.—N. F.

Maine Central 4014, loaded with oats, west bound, presumably to Council Bluffs, Ia., or Omaha, Neb., was broken open in switching at Wall Lake, Ia. The corner of the car was broken open so that it leaked badly. Train men nailed boards over same to stop leak, but it continued to leak with every bump of the train. When the car was struck, it seemed it wud go to pieces, as it was hit so hard.—William Claussen.

G. N. 19482 loaded with durum wheat, passed thru Albee, S. D., Nov. 8, leaking badly thru floor over truck. Train did not stop long enuf for me to make repairs.—Gus J. Lybeck.

B. & O. 195019 passed thru Irving, Kan., Nov. 4, loaded with wheat, with car seal broken on side door and door partly open.—P. W. Blauer.

C. M. & St. P. 55958 passed thru Merville, Ia., recently, west bound, leaking barley at side door.—W. L. Sanborn, per G. C. S.

C. M. & St. P. 61932 passed thru Merville, Ia., recently, west bound, leaking barley. Was patched up in the yards.—W. L. Sanborn, per G. C. S.

B. & O. 166191 passed thru Diller, Neb., Nov. 1, leaking wheat at side of car. Car was picked up at Byron, Neb. Agt. for Central Granaries Co. fixed it as well as he cud.—F. E. Hale, mgr. Farmers Elvtr. Co.

St. L. M. & S. 12278 was set out at Irving, Kan., temporarily, about Nov. 1, leaking wheat from side of car between door and end of car.—P. W. Blauer.

M. & St. L. 10766 passed thru Watertown, S. D., Oct. 30, loaded with wheat, leaking badly at end of car.—G. C. Os-trander & Son.

C. & O. 75398, billed for Chicago, passed thru Calumet, Ia., Oct. 31, leaking wheat on account of a loose floor. Temporarily repaired by train crew by stuffing in a little waste.—E. Mann.

C. & O. 8451 passed thru Greenville, O., Oct. 30, leaking at door post.—Wenrick, Mote & Hawkins, per Noah Wenrick.

G. N. 18260 passed thru Galchutt, N. D., Oct. 28, leaking wheat badly at bolster end. Train did not stop.—Earl A. Thorpe, agt. Heising Grain Co.



A Real Thanksgiving for Both.

Letters

From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

THE BIGGEST CARLOAD.

Grain Dealers Journal: The Cayuga Mfg. Co. and the "Dusty" at Lavina, Ia., are progressive all right, but they started to load oats too late in the season.

On Aug. 5, 1912, we loaded O. S. L. Car No. 10689 with 109,660 lbs, equal to 3,426.28 bus. of standard white oats. Detroit weights and inspection. Try again, Brothers.—W. F. Noble, Manager for Robert Alexander, Colburn, Ind.

OATS SHOULD BE ALLOWED TO SWEAT.

Grain Dealers Journal: We have had oats that became very hot from a natural sweat and they did not discolor. They shud be allowed to lay and sweat out as it improves the color wonderfully. Oats that heat from being damp when threshed, or that get wet after threshing, are very apt to bin burn. It seems as tho they act peculiarly sometimes, for we have let oats lay and burn out and then had them come out nice and white, when at other times they burn brown. We cannot account for their actions. It is far better, however, to let the oats cool out slowly if you do it when they first begin to heat. If they become real hot, an attempt to cool may result in souring them.—The Pierce Grain & Hay Co., Van Wert, O.

UNABLE TO OBTAIN CARS ON THE ILLINOIS CENTRAL.

Grain Dealers Journal: The car situation on the Illinois Central is very bad. We have not had a car for a week and are ordering five cars a day. We feel that something should be done to relieve the situation, and have taken the matter up with the Interstate Commerce Commission to see why we are compelled to invest our money in an elevator, pay rent for the use of ground and then just simply have to sit down and abide the pleasure of the Illinois Central to furnish cars.

We have an old horse at our elevator that can haul more grain to Chicago than the Illinois Central does from our station. What we need is reciprocal demurrage to compel the railroad company to pay us instead of taking the loss of a lower market and cancelled contracts. There is no justice in this one-sided condition of affairs. We are informed that the Lake Erie & Western has supplied its grainmen with sufficient cars so far this season and bids fair to be able to continue prompt service. If the Lake Erie can do this why not the Illinois Central?

The railroads have a queer system. Look at their yards at some of the larger terminals. You will see thousands of box cars slightly disabled which could with slight attention be made available for service. If any private corporation or private concern or business man did busi-

ness the way a railroad company does it would be bankrupt in a very short time. Let the railroads use better judgment and they will have more cars, more freight returns and less excuse for saying that they want an increase in freight rates.—Farmers Grain Co., Dorans, Ill.

CARRIERS CHARGING CONSIGNEES FOR GRAIN DOORS.

Grain Dealers Journal: The station agents in New Hampshire have notified all local grain dealers that in the future all car boards used in loading bulk cars (corn, oats, wheat, etc.) will have to be paid for by each consignee at the rate of \$5 for every fifteen cars. The consignee has the privilege of leaving the boards in the cars, however. The railroad companies claim they pay for all boards when car is loaded. We are assured from some shippers that they furnish their own boards. This looks like double taxation.—Cressey & Co., Concord, N. H.

APPRECIATE EXPOSURE OF UNFAIR DEALERS

Grain Dealers Journal: In your last issue of the Journal, I noticed an account of the dealings of the Merchants Hay Corporation, and as we had already received their quotations, and decided they were not on the square, we were interested in your article.

Such unscrupulous dealers should be shown up whenever possible, as we showed up the Consolidated Hay and Grain Co., of Cairo, Ill., yet we have been receiving quotations from them right along.

There should be some method of putting them out of business altogether, as the prices they quote are usually attractive, and some one is sure to get bit hard.

We appreciate the fact that you have shown them up as you have.—Very truly, IDAHO STORE CO., Per C. W. Case, Filer, Idaho.

PROPER HANDLING OF HOT OATS

Grain Dealers Journal: I am quite interested in the discussion in "Letters From Dealers," on the handling of hot oats. The article from J. E. Wells, of Quincy, O., is a good one. I have had very much the same experience.

I have put early threshed oats that were green and some damp in a bin, and had them sweat out and come from the bin nice and bright. Where I have handled hot oats they have become very much damaged.

One of our customers this year filled his bins with green damp oats because the price was low. I advised him not to touch the oats but to let them go through the sweat undisturbed. However, he was afraid to risk them and he moved them and he is hauling them in now, and they are much discolored and very dusty. They are not burned, however. I never had oats burn badly in the bin. They will burn badly in the stack and not get dusty.

A few years ago one of our farmers threshed his oats and piled them up out of doors. They laid there several weeks and after a heavy rain he hauled them in. The oats were quite damp. I put them in a bin and let them sweat without moving them. They came out of the bin covered with a white mold.

I am forced to believe it is best to leave oats alone if they do not contain too much water, in which case if possible I would mix them with dry oats and

leave them to dry out.—Yours truly, W. P. Manning, Mgr. Farmers Grain Co., Fairview, S. D.

A STILL BIGGER CAR.

Grain Dealers Journal: We received a car of oats from Alexander, Ia., loaded with oats, containing 104,540 pounds, 3,266 bushels and 28 pounds, which somewhat exceeds the amount of oats loaded in the car as reported by Lamson Bros. & Co., in the Journal of Nov. 10. This car number is C. S. L. 10003 and the oats were unloaded at the Tyler street team tracks.—Smith, Vincent & Co., St. Louis, Mo.

A CORRECTION.

Grain Dealers Journal: In an article on Page 631 of the Journal of Oct. 25th, I am made to say that I received the very indifferent attention from an employee of the Western Union Telegraph Co. at Peoria. The reporter has made the error in locating this at the Peoria office instead of the Springfield office. I certainly had no intention of complaining of any service received at Peoria, but was turned down good and hard at Springfield.—Jno. F. Wright, Chicago, Ill.

DO NOT ROUTE EXPORTS OVER WESTERN MARYLAND.

Grain Dealers Journal: Please advise grain shippers that the Western Maryland Railway is not in position to secure delivery at Baltimore of export grain at the export elevators of the Baltimore & Ohio and Pennsylvania Railroads except that originating at points on the Western Maryland Railway.

While this condition is, we believe, quite generally understood by the western connections of the Western Maryland, we would be glad to have mention of the fact lest inadvertently some export shipments of grain might be tendered and reach Baltimore via Western Maryland and create complications.—H. Sheridan, traffic mgr. Chamber of Commerce, Baltimore, Md.

DR. WILEY WAS NOT ENDORSED FOR SECY OF AGRI.

Grain Dealers Journal: I respectfully offer a suggestion of correction to your editorial of page 711 of your issue of Nov. 10, 1912. Under the caption "Tama Jim Wilson," you make the statement that the National Farmers Congress, in regular convention assembled in New Orleans the week preceding, had adopted a resolution endorsing Dr. Harvey W. Wiley for the head of the Agricultural Department. No such action was taken by that convention. Someone introduced a resolution to that effect but it was tabled. The resolution in question brot forth pronounced opposition and the parties who sprung it were saved embarrassment by a motion by one of their own number tabling the resolution.

As a matter of fact the popular sentiment of that body was for Hon. A. P. Sandles of Ohio. Mr. Sandles has steadfastly refrained from making any canvass for the position in question and at his personal request, his name was not pushed for any formal endorsement by that body, altho it was clear to every one who attended the convention that the sentiment was overwhelmingly in favor of Mr. Sandles.—Yours very truly, Thos. P. Riddle, Lima, O.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ARE SWITCHING CHARGES ABSORBED?

Grain Dealers Journal: We would appreciate it very much if you would kindly inform us whether or not the switching charges on grain received at Kansas City are absorbed by the railroads, or do they charge shipper for moving his grain to connecting lines or to the elevators? Any light on this subject will be greatly appreciated by—Kansas Shipper.

WANTS GUIDE TO FREIGHT RATES?

Grain Dealers Journal: Where can I get a guide that quotes the correct freight rates on wheat, so that a shipper can guard against overcharges on freight?—J. R. Huff, Olympia, Kan.

Ans.: Several thousand new freight rates are filed by the railroads every day, so that any book giving the correct rates today would be out of date tomorrow. Notices of the more important grain tariffs are published in each number of the Journal. Shippers have the privilege of inspecting the file of tariffs which the interstate commerce act requires the railroad company to post at each station, otherwise they must rely on the representatives of the railroad.

IS INITIAL CARRIER LIABLE?

Grain Dealers Journal: Some time ago we shipped a car of white corn to a Texas point, for transportation to Mexico. We gave the shipment to the M. P. R. R., without specifying any definite routing. The corn was delayed so long in transit that it did not arrive at destination for over a month, and when it did arrive it was heating badly, and in fact spoiled. The M. P. R. R. has refused to pay the loss, but refers us to the connecting carrier, with whom we had no dealings whatever. We would be pleased to know whether or not the M. P. R. R. is not liable. Any light on this subject will be thankfully received by—Missouri Shipper.

Ans.: Section 20 of the amended Interstate Commerce Law provides, "That any common carrier, railroad, or transportation company receiving property for transportation from a point in one State to a point in another State shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed; Provided, That nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law.

"That the common carrier, railroad, or transportation company issuing such receipt or bill of lading shall be entitled to recover from the common carrier, railroad, or transportation company on whose line the loss, damage, or injury shall have been sustained the amount of such loss, damage, or injury, as it may be required to pay to the owners of such property, as may be evidenced by any receipt, judgment, or transcript thereof."

This law seems to leave no room for the initial carrier to escape liability for dam-

age to freight entrusted to it regardless of whether it or a connecting carrier was to blame for the loss.—Ed.

HOW TO OVERCOME EMBARGO?

Grain Dealers Journal: The Great Northern Ry. will not allow us to route their loaded cars except to terminals on their line. Of course, we can order foreign cars, but they are hard to get, and we have been handicapped several times when Chicago or other markets not on their lines were the best. Is there no way the Great Northern can be forced to let shippers bill cars to the highest market?—James M. O'Neill, mgr. Farmers Co-operative Ass'n, Holland, Minn.

PATENT ON WAGON HOIST?

Grain Dealers Journal: We are investigating some old patents and wish to locate a grain elevating device built in 1899 or prior thereto, whereby the wagon was raised and the grain elevated at the same time by the same power. This outfit might have been used either in mills or at country elevators. We will appreciate any information readers of the Journal can give us.—H. G. W. Co.

Ans.: It was made by H. Kurtz & Son, then of Sac City, Ia. Mr. Kurtz is dead long since; and his son is now engaged in other business at Chicago.

HAY GRADES AND ASS'N OFFICERS?

Grain Dealers Journal: Where can we obtain a copy of the rules covering the different grades of hay, both of the Ohio Hay Dealers Ass'n and the National Hay Dealers Ass'n? What are the addresses of the presidents of each ass'n?—Marley & Co., Inc., Cumberland, Md.

Ans.: Copies of the rules for grading hay which govern in Ohio as well may be obtained of J. Vining Taylor, sec'y, National Hay Ass'n, Winchester, Ind. The pres. of that Ass'n is E. Wilkinson, of Birmingham, Ala.; and the pres. of the recently organized Ohio State Hay Shippers Ass'n is D. W. McMillan, Van Wert, O.

HOW TO EXTERMINATE WEEVIL?

Grain Dealers Journal: What is the best method of killing weevil in bins?—J. D. Spangler, mgr. Farmers Grain Co., Defiance, O.

Ans.: For every ton of grain place in the bin $\frac{1}{2}$ to 1 lb. of bisulfid of carbon, pouring the liquid on the grain in the corners and middle of the heap. Cover with a blanket to keep the fumes down, and they will penetrate clear to the bottom of the bin, killing all insect life, especially weevil. The bisulfid does not damage the grain in any way, but its vapors are explosive when mixed with air just as are the vapors of gasoline, and hence no light should be brot near until the building has been thoroly aired. A special grade of bisulfid of carbon is sold to grain dealers under the brand "Fuma" by Edward R. Taylor, Penn Yan, N. Y.

HOW CAN I GET MY SHARE?

Grain Dealers Journal: I have purchased an elevator at this station, and I am having a dickens of a time getting a fair share of the grain. If anyone can give me any light on the best method for a dealer to adopt to obtain his full share of the grain marketed at a station, I would be very glad to know of it. Very truly,—Fair Play.

Ans.: Obtaining one's full percentage of the grain marketed at a station is not near so important as making sure that you buy right what you do get. It is far more profitable to grade carefully all receipts and discriminate sharply against the poor grain. If possible turn it back to the farm or else to the fighting competitor who wants all the grain. Men who insist upon paying the same price for all grades of the same kind of grain generally handle a crop for nothing. We would suggest that you post your prices in your

office each morning and stick to them, thereby convincing your farmer patrons that you are disposed to pay all you can afford for their grain. In time you will convince them that you are dealing on the square and they will not make an effort to induce you to overbid your own prices.—Ed.

LIABILITY DUE TO EMPLOYMENT OF EPILEPTIC?

Grain Dealers Journal: I have in my employ a man who is subject to falling spells. In case accident should happen to him during one of these fits would I be liable for damages?—Indiana.

Ans.: If the employer does not know that the man is an epileptic the employer is not liable for injury due to fall. If the employer knows of the deficient physical condition of the servant he is not liable for the injury if not directly due to that condition. The liability of the employer to an epileptic employee is not greater than his liability to an employee in sound physical condition. The burden of his deficient condition rests on the man himself.

An employer knowingly placing an epileptic in a position where a seizure results in accidental injury to a third person is liable to the third person. Moreover, it becomes a jury question whether the injury to the epileptic was due to his deficiency or to causes under the master's control; and the master will have to prove beyond all doubt that the accident was due to his physical deficiency, to escape liability. Hence it is wisest to dispense with the services of such deficient, especially in a grain elevator with its hazards of moving machinery and combustible material.

Four cases have come up recently where employees who were deficient claimed damages. In one case at Topeka, Kan., a man having a rupture was placed at work in a car loading 24-lb. sacks of flour, had a reopening of the rupture, claimed damages therefor, but was denied by the arbitration compensation board. Neither this case nor the three others serve as a precedent, not being a decision of the court. Looking back thru all cases from the present time to 1658 we find only one case decided bearing closely on this point, by the Supreme Court of Alabama, as follows:

Plaintiff, a brakeman, was sent ahead of his train with a red lantern and a white lantern to signal an in-coming train, and claimed that while in the discharge of his duty he became sick, and fell in an unconscious condition on the track, where he was run over, and that his lanterns both remained on the track so that the engineer should have seen them and stopped. Held, that it was plaintiff's duty to be on the track, and if he became sick and unconscious and fell and remained there unable to get away, he was not guilty of contributory negligence, but if he went wrongfully on the track to signal the train and unconsciously fell and remained on the track he cannot recover, except for wantonness or recklessness on the part of defendant's engineer.—*Helton v. Alabama Midland R. R. Co.*, 97 Ala. 275.

The parcels post was severely condemned by the National Federation of Retail Merchants at its convention at St. Louis, Mo., Nov. 18, 19 and 20.

Buffalo stocks of grain have been a misleading factor in the weekly report of the visible supply; and J. C. F. Merrill, since taking the office of sec'y of the Chicago Board of Trade, has felt that an effort shud be made to overcome the objectionable features, which, he says, are due to the reporting of Buffalo stocks on the basis of all shipping orders outstanding against it and countersigned by the carriers as having been shipped whether actually loaded or not. "At times this is a large item, being greater than the net quantity reported in store. The domestic afloat grain in Buffalo harbor is carried in the 'on the lakes' item until the close of navigation, when it is shown separately. Our reports take no account of Canadian grain afloat on the lakes. The 'countersigned order' grain is more or less of an unknown quantity, and is, in part at least, accountable for the unsatisfactory reports coming from Buffalo of late."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Toronto, Ont., Nov. 18.—Fall wheat fallen off in yield; hardly up to standard of quality; wet weather during harvest caused considerable sprouting in the stook; portion crop hauled before being dry; harvesting late, owing to cool, wet weather; acreage 759,888 acres; yield 15,039,885 bus., or 19.8 per acre, compared with 17,926,586 and 21.4 in 1911; annual average yield 31 years, 21%. Smaller area of new fall wheat sown owing to lateness of harvest, and difficulty of getting on low lands owing to rains; most fields look fairly promising; rather small top owing to late seeding and cool fall weather; most of the crop put in between Sept. 9 and 15; scattering mention of Hessian fly. Spring wheat not now largely raised in this Province, but where grown quality relatively better than fall wheat; acreage 123,080 acres; yield 2,301,339 bus., or 18.7, as compared with 2,295,534 and 17.2 in 1911. Barley good yield; quality not up to the mark; considerable grain discolored by continuous rains during harvest; some sprouted after being cut; rainy weather delayed harvesting; acreage 647,382 acres; yield 19,232,275 bus., or 29.7 per acre, as compared with 16,248,129 and 26.3 in 1911. Oats much damaged both in grain and straw by the wet weather; much of crop A1 in every respect; general condition summed up as large in yield, but rather lighter in weight and poorer generally in quality; acreage 2,601,735 acres; yield 98,444,807 bus., or 37.8 per acre, as compared with 84,829,232 and 31.4 in 1911. Rye—Not much grown for grain; what was raised did well despite unusually rainy weather; acreage 105,949 acres; yield 1,839,675 bus., or 17.4 per acre, as compared with 1,562,971 and 15.8 in 1911. Peas—Wet season very trying; some sprouting; no mention was made of the weevil; acreage 221,524 acres; yield 3,667,005 bus., or 16.6 per acre, compared with 4,462,182 and 14.7 in 1911. Buckwheat gives good satisfaction in yield and quality; harvesting unusually late; some complaints of grain shelling during gathering; acreage 205,893 acres; yield 5,404,796 bus., or 26.3 per acre, as compared with 3,852,231 and 20.4 in 1911. Beans—Wet weather hard on crop; many pods imperfectly filled; beans discolored and rather soft; harvesting very late; acreage 69,703 acres; yield 1,182,132 bus., or 17.0 per acre, as compared with 898,212 and 17.4 in 1911. Corn not up to the average in either yield or quality; too much rain and not enough warm weather; much soft, immature corn; some caught by frost; acreage of corn for husking, 301,251 acres; yield 21,969,468 bus. (in the ear) or 72.9 per acre as compared with 21,913,290 and 71.1 in 1911. Mixed grain acreage, 448,402 acres; yield 16,392,161 bus., or 36.6 per acre, as compared with 14,845,595 and 30.5 in 1911.—Ontario Dept. of Agriculture.

ILLINOIS.

Meadows, Ill., Nov. 13.—Corn yielding 60 bus.; one of the finest crops in our experience; quality is excellent.—Meadows Grain Co.

Arrowsmith, Ill., Nov. 15.—Very little corn selling; farmers do not need money and are holding corn; averaging 50 bus.—F. L. Warner, S.

Arthur, Ill., Nov. 20.—The two elvtrs. here received over 90,000 bus. of ear corn this fall; yields are very large and will average around 60 bus.; a few fields made 90 bus.—S.

Padua, Ill., Nov. 15.—Have neither bot nor sold a single bus. of new corn; farmers not disposed to sell; holding for higher prices; corn averaging 55 to 60 bus.—A. H. Weber & Son.

Elliott, Ill., Nov. 15.—Have shipped 7 cars new corn; three cars grading No. 3; some tested as high as 17½% moisture test; the crop averaging around 60 bus.—Elliott Elvtr. Co., S.

Fairmount, Ill., Nov. 20.—Corn fields that were expected to yield as high as 55-60 bus. only averaging 45 bus.; farmers selling very freely; average daily run from 80 to 90 loads.—O. C. Benson.

Urbana, Ill., Nov. 18.—Corn husking has made good progress; 1/3 completed; quality good; average moisture content but little in excess of 20%.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

East Lynn, Ill., Nov. 20.—Corn is averaging from 45 to 50 bush; have shipped 8 cars of new corn, all grading No. 4, because of too much moisture, quality otherwise fine.—Coyer & Smith.—S.

Dollville Sta., Tower Hill P. O., Ill., Nov. 15.—Corn which was previously estimated by the Government reporters as bringing 40 bus. is actually only bringing 30 to 35 bus.; quality fine, no rotten corn.—Arthur McKee.

Minier, Ill.—Hail storm of July 26 destroyed about 1,000 acres of corn; yield considerable short of what was expected; corn not injured by hailstorm will average about 45 bushels per acre.—Minier Grain Co.

Flanagan, Ill., Nov. 15.—Corn crop not as good as it was last year when corn averaged 50 bus.; this year 45 bus.; due to poor stand and late planting; Government report altogether too high if conditions here were general; no rotten corn at all.—Locker Bros.

Mt. Auburn, Ill., Nov. 15.—Corn not over 35 bus.; man who made the report to the Government for the Oct. Government report for this locality reported 40 bus., but now has lowered his estimate to 30 bus.; a 40 acre field, 30 days ago gave promise of 80 bus. but husked and weighed out only 58 bus.—E. C. Armstrong, Mgr. Farmers Elvtr. Co.

Bolivia, Ill., Nov. 15.—Average corn crop will not exceed 30 bus. per acre; damage by hail this summer and lack of rainfall during the hot season; ears look large but are quite small; large amount of husks around them; stand very thin; quality very fine. Last year at this time had some 70,000 bus. of corn contracted, but now have practically nothing; farmers will not talk about selling.—M. M. Spengler, Mgr., Bolivia Grain Co.

INDIANA.

Lochiel, R. D. Fowler, Ind., Nov. 15.—Corn husking well along; yield very disappointing; quality poor; considerable rotten and very damp; moisture test from 20 to 26%.—J. A. Stone, mgr. Lochiel Farmers Elvtr. Co.

Indianapolis, Ind., Nov. 21.—Fall planting finished; larger acreage of wheat sown than last fall; many farmers had trouble in sowing in corn as stalks were blown down; growing wheat good; farmer holding wheat; soft winter wheat scarce; outlook for winter wheat promising. Corn husking progressing rapidly; largest crop in history of state; many fields averaging 75 to 100 bus.; excellent condition.—F.

IOWA.

Muscataine, Ia., Nov. 12.—Corn husking in full blast; much immature corn; will grade low; not much shipped from here; considerable cattle feeding.—W. P. Hitchcock.

KANSAS.

Wilroads, Kan., Nov. 19.—Wheat prospects very good; considerable damage was done to the growing crop by grasshoppers; many farmers replanting, but second crop is progressing nicely. Corn somewhat lacking, but what is harvested will be very good. An abundance of alfalfa; a good deal will be shipped.—H. E. Hunter, mgr. W. T. Shute Grain Co.

MINNESOTA.

Granite Falls, Minn., Nov. 21.—Wheat 15 bus.; grading No. 1 and No. 2. Oats 50 to 60 bus.; good quality.—T. T. Nelson, mgr. Farmers Elvtr. & Mlg. Co.

Jasper, Minn., Nov. 19.—Corn crop poor; very little marketed; yield 40 bus. Oats crop 45 to 55 bus.; good quality.—Edward Burg, mgr. Farmers Elvtr. Co.

Cottonwood, Minn., Nov. 20.—Oats 50 and 60 bus.; grading No. 3 white mostly; 50% still in farmers hands.—A. E. Anderson, mgr. A. E. Anderson Elvtr. Co.

Ruthton, Minn., Nov. 19.—Wheat yielding 15 to 20 bus.; grading No. 2 mostly; about 50% of wheat still in farmers hands.—N. P. Hanson, agt. Interstate Grain Co.

Granite Falls, Minn., Nov. 21.—Barley yield 35 bus.; fair quality. Flax 12 bus.; small acreage; movement very light.—H. Frederickson, Empire Elvtr. Co.

Cottonwood, Minn., Nov. 20.—Wheat yield 18 bus.; grading No. 2 mostly. Barley 35 bus.; grade No. 1 feed mostly.—Joseph T. Garry, mgr. Farmers Elvtr. Co.

Granite Falls, Minn., Nov. 21.—Corn acreage large; quality poor; considerable soft corn; not fit to handle just yet.—Geo. Dillingham, agt. Red Wing Mlg. Co.

Hanska, Minn., Nov. 18.—Wheat did not turn out as well as expected; somewhat affected with black rust; yield 15 to 18 bus.—Lars Gulbrandson, agt. Eagle Roller Mill Co.

Jasper, Minn., Nov. 19.—Barley yielding 35 bus.; grading No. 1 feed. Flax 12 bus.; good quality. Wheat 15 to 20 bus.; grading No. 2 mostly.—G. Holvig, agt. Northwestern Elvtr. Co.

Montevideo, Minn., Nov. 21.—Wheat crop will not average over 10 bus.; grading No. 1 and 2. Barley 25 bus.; fair quality. Flax 12 bus.; good quality.—J. H. Lee of Persson & Lee.

Marshall, Minn., Nov. 21.—Oats yielding 45 to 55 bus.; good quality. Barley 35 bus.; fair quality. Flax average small; yield 12 bus.—A. S. Mongrean, agt. Northwestern Elvtr. Co.

Ruthton, Minn., Nov. 19.—Barley yielding 35 to 40 bus.; grading No. 1 feed mostly; fair acreage. Flax 10 bus.; good quality; small acreage.—P. G. Melby, agt. Northwestern Elvtr. Co.

Holland, Minn., Nov. 19.—Barley yield 30 bus.; grading No. 1 feed. Flax yield 10 bus.; good quality; small acreage. Wheat 15 to 20 bus.; good quality.—Fred Domes, agt. Interstate Grain Co.

Russell, Minn., Nov. 19.—Wheat yielding 20 bus.; grading No. 1 and No. 2. Flax 10 bus.; small acreage; 45% of wheat and 75% of oats still in farmers hands.—J. C. Hanson, agt. Northwestern Elvtr. Co.

Hanley Falls, Minn., Nov. 20.—Wheat yielding 18 bus.; grading No. 1 and 2. Flax 12 bus.; good quality; about 50% of wheat and fully 43% of oats in farmers hands.—N. A. Simonson, agt. Pacific Elvtr. Co.

Holland, Minn., Nov. 19.—Corn acreage large; not very well matured; average yield 40 bus.; not very much marketable. Oats acreage large; yield 50 bus.; grading No. 3 and 4 white.—Jas. M. O'Neill, mgr. Farmers Co-operative Ass'n.

Russell, Minn., Nov. 19.—Corn acreage large; but poor quality; not very much for market. Oats yielding 50 to 60 bus.; grading No. 4 white mostly. Barley 30 bus.; grading No. 1 feed.—G. H. Walker, mgr. Farmers Indpt. Elvtr. Co.

Marshall, Minn., Nov. 20.—Corn crop good; but soft; not fit to handle just yet; average yield 40 bus.; large acreage. Low prices have stopped movement; about 1/3 of oats crop has been marketed.—T. T. Scheims, mgr. Farmers Elvtr. Co.

Montevideo, Minn., Nov. 21.—Oats yielding 50 to 60 bus.; grading No. 4 white mostly. Wheat yielding 10 bus.; 75% of oats, 50% wheat, 40% barley still in farmers hands.—F. Hallberg, mgr. Montevideo Farmers & Merchants Elvtr. Co.

Hanley Falls, Minn., Nov. 20.—Oats yielding 40 to 80 bus.; grading mostly No. 4 white. Corn crop large; yield 50 to 60 bus.; not in condition to shell just yet. Barley 35 bus., fair quality; some stained.—C. F. Magnuson, mgr. Hanley Falls Farmers Elvtr. Co.

Ruthton, Minn., Nov. 19.—Very little marketable corn; do not figure on shipping out any corn; large acreage; yield 35 bus. Oats 60 bus.; grading No. 4 white mostly; farmers holding for higher prices. We do not store grain of any kind.—C. J. Fehrs, mgr. Farmers Co-operative Ass'n.

Montevideo, Minn., Nov. 21.—Corn crop soft; not fit to ship at present; will have some good corn after cold weather sets in; yield 50 bus.; large acreage; will be lots or corn not marketable. Movement of grain at present very light owing to low prices.—John Starbeck, mgr. Montevideo A. S. of E. Elvtr. & Trad. Co.

MONTANA.

Straw, Mont., Nov. 15.—Good average crop in this section and good business so far. Threshing late account bad weather. finished in 10 days.—Agt. Montana Elvtr. Co.

NEBRASKA.

Sterling, Neb., Nov. 20.—No oats or corn to ship; light crops.—Sterling Grain & Stock Co.

Arapahoe, Neb., Nov. 15.—Crops light; 50 cars of wheat and 20 of corn will probably be shipped this year.—Farmers Grain Co.

Staplehurst, Neb., Nov. 20.—Crops poor in quantity; not much will move till prices change.—J. J. Brown, mgr. Staplehurst Grain Co.

Monroe, Neb., Nov. 21.—Corn making 30 to 40 bus.; good quality; winter wheat in good condition.—C. O. Hart, mgr. Farmers Ass'n.

Octavia, Neb., Nov. 20.—Poor crop of oats; not enuf for home consumption; had to ship in.—W. O. Mashek, mgr. Octavia Lbr. & Grain Co.

Red Willow, Neb., Nov. 20.—Small amount of grain to ship; farmers sowing all they raised.—W. K. Meyers, mgr. Red Willow Shpg. Ass'n.

Ragan, Neb., Nov. 20.—Corn making 10 to 29 bus.; quality only fair; winter wheat looking fine.—Carl Peterson, mgr. Farmers Grain & Shipping Ass'n.

Sweetwater, Neb., Nov. 20.—Grain crops very light in this section and we will purchase considerable feed stuffs to be shipped in.—Highland Bros.

Berwyn, Neb., Nov. 15.—Fall wheat looking fine; corn making 10 bus.; fine crop of hogs to eat it up. 10% of wheat still in farmers hands.—Miller & Wirt.

Atlantic, Neb., Nov. 15.—No corn for market for last three years; wheat crop very short for last two years.—J. M. Hopkins, mgr. Farmers Grain & Supply Co.

Trumbull, Neb., Nov. 19.—Crops not very good; wheat ½ crop; corn very poor; will have to ship in; have shipped 6 cars of oats so far.—Geo. W. Cochran, agt. Hynes Grain Co.

Sargent, Neb., Nov. 20.—Haven't a full crop of corn but will buy average amount on account of shortage in live stock; hogs all died of cholera.—R. P. Leach, mgr. J. H. Currie.

Sedan, Neb., Nov. 20.—Corn husking 2/3'd done; yield 25 to 30 bus.; somewhat sappy, especially white corn. Winter wheat fine; 15% of wheat in farmers hands.—E. J. Bohling.

Milligan, Neb., Nov. 20.—Short corn crop; very little to ship out. Oats almost a failure; wheat good average crop; 70% still in farmers hands; growing fall wheat fine.—W. D. Russell, agt. Lincoln Grain Co.

Fremont, Neb., Nov. 18.—Corn fairly good yield; fair quality; a large percentage, however, not fully matured at time of frost; contains green or soft ears which would be seriously hurt for germinating purposes by a heavy cold snap. As practically the same conditions prevail in Iowa and parts of Illinois, we believe it a dangerous proposition to depend entirely upon the new corn crop for December contract deliveries.—Wm. Emerson, mgr. Western Seed & Irrigation Co.

NORTH DAKOTA.

Kelso, N. D., Nov. 23.—Grain coming slowly; 25% still in farmers hands; 300,000 bus. marketed here to date. Coal trade good.—J. W. Shinnick, mgr. Equity Elevtr. & Trading Co.

Berthold, N. D., Nov. 19.—About 15 days threshing left; little prospect of finishing before spring; practically no flax threshed yet.—W. L. McGee, agt. St. Anthony & Dakota Elevtr. Co.

OHIO.

Collinsville, O., Nov. 20.—Wheat looking extra good; acreage a little below average. Farmers getting corn out of fields; yield not quite up to expectations but quality good.—J. H. Shumaker, agt. Payne & Eikenberry Co.

Columbus, O., Nov. 1.—Wheat area sown this year compared with 1911, when it was 1,777,862 acres, 94%; estimated area seeded, 1,669,656 acres; condition 98%; average date of seeding, Sept. 30; growing condition is excellent. Rye acreage sown this fall compared with 1911, when it was 88,533 acres, 110%; estimated area seeded, 97,644 acres; condition, 98%. Corn prospects excellent, being 100%; estimated area planted 3,197,881 acres; estimated yield 112,000,000 bus.; cribbing in process; corn in fine condition. Buckwheat prospects, 96%.—Ohio Dept. of Agri.

PENNSYLVANIA.

Central Hall, Pa., Nov. 22.—Wheat crop good; fine quality; oats light; quality poor; corn good crop; good quality.—R. D. Foreman.

SOUTH DAKOTA.

Geddes, S. D., Nov. 15.—Big corn crop, but not much on the market yet; farmers too busy.—A. H. Stauffacher.

Trent, S. D., Nov. 14.—Corn yield 35 to 45 bus.; 25% soft corn; grading No. 4; movement very light.—H. Hendrickson.

Canton, S. D., Nov. 9.—Corn yielding 40 bus.; grading No. 3 and 4 mostly; not much moving. Oats 35 to 50 bus.; grading No. 3 white.—W. C. Gemmill.

Salem, S. D., Nov. 16.—Oats yielding up to 65 bus.; good quality. Corn a fair crop. Farmers holding for higher prices.—A. Hauser, mgr. Salem Elevtr. Co.

Humboldt, S. D., Nov. 16.—Corn poor quality; 50% soft corn; are paying 30c a bu at present; farmers holding corn and oats for higher prices.—T. O. Raney.

Wentworth, S. D., Nov. 12.—Corn yielding 40 to 50 bus.; fair quality; considerable soft corn. Oats yielding 50 to 60 bus.; grading No. 3 white; movement light on account of corn husking.—H. B. Bond, of Smith & Bond.

Humboldt, S. D., Nov. 16.—Wheat 15 bus.; grading No. 3 mostly. Barley only fair; yield 30 bus.; grading No. 4.—N. B. Maloney, mgr. Betts & Maloney.

Montrose, S. D., Nov. 16.—Oats yielding 45 to 55 bus.; grading No. 3 white mostly; about 65% of oats in farmers hands.—T. J. Rosser, agt. Schaefer Bros. & Co.

Garretson, S. D., Nov. 18.—Oats yielding 45 to 60 bus.; grading No. 3 mostly. Barley 30 bus.; grading No. 4.—A. Pearson, agt. Northwestern Elevtr. Co.

Dell Rapids, S. D., Nov. 14.—Wheat yielding 10 bus.; small acreage; pretty smutty; grade No. 2 and 3 northern. Small acreage of flax; good quality.—W. J. Frisch.

Flandreau, S. D., Nov. 13.—Oats yielding 40 to 60 bus.; grading No. 3 white. Barley 30 bus. Rye crop good; small acreage.—M. Conway, mgr. Flandreau Elevtr. Co.

Flandreau, S. D., Nov. 13.—Corn not up to expectations; very little marketable at present; yield 30 bus. Wheat yielding 10 bus.; grading No. 3 mostly.—Ole Oaker.

Humboldt, S. D., Nov. 16.—Corn 20 to 30 bus.; grading No. 4; 50% of corn soft. Oats yielding 50 bus.; grade No. 3 yellow mostly.—E. W. Evans, mgr. Farmers Elevtr. Co.

Montrose, S. D., Nov. 16.—Wheat yield 12 bus.; poor quality. Barley 25 bus.; small acreage. Small acreage of flax, but good quality.—H. Berke, prop. Montrose Flour Mill.

Colton, S. D., Nov. 12.—Barley 35 bus.; grading No. 4 mostly. Flax yielding 12 bus.; small acreage. Movement rather light at present.—E. Larson, mgr. Hundemer & Larson.

Sioux Falls, S. D., Nov. 15.—Crops all good; movement of grain very light at present, due to farmers husking corn and low prices.—F. W. Grow, agt. Northwestern Elevtr. Co.

Egan, S. D., Nov. 13.—Corn 35 bus.; considerable soft corn. We are offering 30c, but haven't got any at that price; farmers holding for higher prices.—C. O. Hall, agt. W. Z. Sharp.

Harrisburg, S. D., Nov. 9.—Oats 35 bus.; grading No. 3 white. Wheat poor; considerable smut; yield about 15 bus.; larger acreage than usual.—C. McMahon, agt. Hunting Elevtr. Co.

Wentworth, S. D., Nov. 12.—Wheat 11 bus.; grading No. 2 and No. 3 northern. Barley 30 bus.; grading No. 4 feed. About 40% of the wheat back.—Roy Hardwick, mgr. Farmers Elevtr. Co.

Garretson, S. D., Nov. 18.—Wheat yield 12 bus.; grading mostly No. 3; small acreage. Fully 50% of oats, 25% of wheat and 35% of barley still in farmers hands.—E. F. Baker, agt. E. A. Brown.

Ellis, S. D., Nov. 15.—Oats 40 bus.; grading No. 3 white. Barley 20 bus.; acreage 30% smaller than last year; grading No. 4 mostly. Movement very light.—O. Brandenburg, agt. A. H. Betts.

Egan, S. D., Nov. 13.—Barley yielding 35 bus.; grading mostly No. 4. Oats 45 bus.; grading No. 3 white. Movement very light; not over 25% marketed.—L. M. Lien, mgr. Farmers Grain & Lbr. Co.

Salem, S. D., Nov. 16.—Oats yielding 60 bus.; grading No. 3 white; movement slow; farmers are busy picking corn. Barley about 20 bus.; fair quality.—P. Dampuraw, mgr. Farmers Grain & Coal Co.

Colton, S. D., Nov. 12.—Wheat poor; yield 10 to 12 bus.; grading mostly No. 3. Barley yielding 30 bus.; grading No. 4. Oats 45 to 50 bus.; grading No. 3 white.—T. B. Martin, mgr. Farmers Elevtr. Co.

Sherman, S. D., Nov. 18.—Corn a good crop, considerable soft corn; mostly no grade; yield 40 bus. We are not buying corn on account of poor condition.—P. Vanderberg, mgr. Farmers Elevtr. Co.

Hartford, S. D., Nov. 15.—Corn 40 bus.; fair quality; about 25% moisture at the present time. Oats yielding from 45 to 60 bus.; grading No. 3 white; movement very light.—N. J. Feyder, agt. A. H. Betts.

Dell Rapids, S. D., Nov. 14.—Barley 30 bus.; grading No. 1 feed. Oats 50 bus.; grading No. 3 white mostly. Farmers holding grain; not storing very much here.—Wm. McFarland, agt. D. Rothschild Grain Co.

Salem, S. D., Nov. 16.—Corn 35 to 45 bus.; quite a lot of soft corn; grade No. 4 mostly; movement very light. We do not store grain. We are paying 27c for 80-lb. ear corn.—Thos. Griffin, mgr. Farmers Elevtr. Co.

Colton, S. D., Nov. 12.—Corn yielding 40 bus.; grading No. 3 and No. 4; movement just commenced; farmers inclined to hold most of it for higher prices; the same can be said of oats.—A. W. Milne, mgr. Colton Grain Co.

Garretson, S. D., Nov. 18.—Corn crop fair; yield 45 to 70 bus.; late corn soft; early corn good quality, grading No. 3 and 4. Movement very light; farmers busy husking corn.—T. A. Nickel, agt. Thorpe Elevtr. Co.

Dell Rapids, S. D., Nov. 14.—Corn not up to expectations; considerable soft and chaffy; yield probably 40 bus.; grade No. 4. We are paying 35c for 80-lb. ear corn; very little moving.—S. A. Burke, mgr. Fields & Slaughter Co.

Harrisburg, S. D., Nov. 9.—Corn yielding 35 to 45 bus.; fair quality; acreage 10% larger than last year. Wheat yielding 12 to 15 bus.; good quality. Barley about 30 bus.; small acreage.—N. O. Stoneback, agt. S. D. Grain Co.

Canton, S. D., Nov. 9.—Wheat yielding 12 to 15 bus.; grading No. 2 and No. 3. Barley yield about 30 bus.; small acreage. Flax, small acreage; yield 10 bus. Movement light at present.—Chris. Sandvig, mgr. Farmers Elevtr. Co.

Trent, S. D., Nov. 14.—Wheat yielding 10 bus.; grading No. 2 and No. 3. Oats 45 bus.; grading No. 3 white mostly. Barley about 35 bus.; fair quality. Small acreage of flax; yield about 10 bus.—A. I. Sinclair, mgr. Farmers Elevtr. Co.

Montrose, S. D., Nov. 16.—Corn acreage 100%; quality 40% matured; 60% soft corn; yield 30 bus. We are paying 30c for 80-lb. ear corn. Movement very light; farmers holding for higher prices.—A. C. Cross, mgr. Farmers Elevtr. Co.

Sioux Falls, S. D., Nov. 15.—Corn will probably average 35 to 40 bus.; considerable soft corn; acreage is somewhat larger than last year. Oats 45 to 55 bus.; good quality. Barley 30 bus.; small acreage. Wheat acreage small; fair yield.—E. E. Mills.

Baltic, S. D., Nov. 14.—Oats 50 bus.; grading No. 3 white mostly. Barley 35 bus.; grade No. 4. Corn 35 to 40 bus.; considerable soft corn. Wheat acreage small; yield 10 bus.; movement very light at present.—E. J. Oyan, mgr. Farmers Elevtr. Co.

Ellis, S. D., Nov. 15.—Corn yielding 35 bus.; acreage increased 10% over last year; quantity isn't first-class; some soft corn. Oats acreage increased 10%; good yield and quality; 40% of oats in farmers hands. We are storing grain this season.—W. F. McGuire, mgr. and treas. Farmers Grain Co.

Sherman, S. D., Nov. 18.—Oats yield 45 and 50 bus.; grading No. 3 white mostly; testing 34 to 37 lbs. Barley 30 to 35 bus.; small acreage. Over 50% of oats, 40% of barley and 30% of wheat still in farmers hands. Not very much grain being stored in elevators here.—Dick Winkel, agt. Thorpe Elevtr. Co.

TEXAS.

Fort Worth, Tex., Nov. 16.—Fair to good acreage of wheat planted in Texas, and considerable fall oats also seeded. On my return from California I saw some very fine growing wheat in the panhandle country.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WISCONSIN.

Lone Rock, Wis., Nov. 17.—More grain shipped in than out on account of big dairy interests; crops very good.—J. M. Brophy.

Milwaukee, Wis., Nov. 21.—Wisconsin barley crop short; much of it of poor quality. Many growers are finding it more profitable to feed than to ship.—M. H. Potter, of Mereness & Potter Co.

FOREIGN CROPS.

Rome, Italy, Nov. 23.—The International Institute of Agriculture reports that the production in 1912 compared with 1911 in countries of the Northern Hemisphere (specified in the October Bulletin of the Institute), is as follows: Wheat 106.4; rye, 122.2; barley, 105.7; oats, 121.4; corn 121.8.

The countries to which the above figures relate are Prussia, Belgium, Bulgaria, Denmark, Spain, France, England, Ireland, Wales, Hungary, Italy, Luxembourg, Norway, Netherlands, Roumania, Russia (73 governments) Switzerland, Canada, United States, India, Japan, Egypt, Tunis and Algeria.

For Russia in Europe the preliminary figures of production are for rye, 1,010,992,000 bus.; barley, 455,920,000 bus.; oats, 972,080,000 bus.; corn, 79,608,000 bus.

Exports of glucose during the nine months prior to Oct. 1, were 129,291,169 pounds against 137,102,730 pounds in the corresponding period of 1911, according to O. P. Austin, chief of the Bureau of Statistics. Corn oil exported during the 9 months totalled 16,316,470 lbs., against 21,139,232 pounds in the corresponding period of the previous year.

CREDITOR CANNOT ATTACH Shipment for Which Bank Holds B/L.

By deciding in favor of the First National Bank of Chillicothe in its suit against H. L. & L. F. McSwain, the Supreme Court of South Carolina on Oct. 17 laid down the principle that, the owner of property attached, sold as the property of another, is not precluded from recovering from the party who made the attachment and sold the property, whether or not he notified the sheriff or the party who attached and sold the property, of his ownership. Further, the owner's acceptance of the proceeds of the sale, does not preclude the owner from taking action for damages.

The Supreme Court affirmed the decision of the lower court and in addition awarded a judgment of \$20 for attorney's fees, giving the bank a clear victory in the case.

The Adams Grain & Provision Co., Richmond, Va., sold a car of corn for 75 cents a bushel to F. M. & J. B. Pinson of Cross Hill, S. C. The Virginia company bot the corn from the Standard Cereal Co., grain dealers at Chillicothe, O., which company shipped the corn to the Adams Grain & Provision Co. at Cross Hill, S. C., with the request to notify F. M. & J. B. Pinson. The Ohio company drew on the Virginia company for \$389.20, the value of the car of corn, which draft with the B/L attached was sold to the First National Bank of Chillicothe, the plaintiff in the action.

When the car arrived at Cross Hill and before the draft was paid, H. L. & L. F. McSwain brot suit against the Adams Grain & Provision Co., and had the car of corn attached as the property of the Virginia company. The latter entered a special appearance in the suit and sought to have the attachment dissolved on the ground that the corn was not its property, but that of the First National Bank of Chillicothe, O.

By order of the court, the corn was sold by the sheriff at 58 cents per bushel. The proceeds of the sale, amounting to \$238.49, were later turned over to the bank by the sheriff, after the bank had notified the defendants that the corn was its property and a demand of restitution was made. The bank accepted the money from the sheriff, giving him a receipt which read: "This receipt is simply on account and is not accepted in full of the amount due it."

Suit was subsequently started with a victory for the bank in the lower court, except that the court did not include in the judgment awarded it the sum of \$20

paid out by the bank to attorneys for professional services in vacating the attachment on the proceeds of the sale and securing the same from the sheriff. The judgment awarded the bank in the first instance amounted to \$142.25, the difference between 58 cents a bushel for which the corn was sold at sheriff's sale and 75 cents, the original contract price.—75 S. E. Rep. 1106.

CARRIER LIABLE FOR LOSS of Grain in Transit.

A car of oats lost 306 bus. in transit from Kentland, Ind., to Worcester, Mass., and the consignee, David Shapiro of Worcester, brot suit against the Boston & Maine Railroad Co., as the last carrier, for the value of the grain.

The Boston & Maine denied liability as the last carrier, alleging that the Boston & Albany, whose switch engine made the delivery over a B. & A. spur, was the final carrier. The first decision by the Supreme Judicial Court of Worcester County, was in favor of the railroad company, but Shapiro appealed to the Supreme Judicial Court of Massachusetts, which on Oct. 22 reversed the ruling of the lower court, and held that the Boston & Maine was the last carrier and merely employed the Boston & Albany to make the delivery.

When Shapiro got notice of the arrival of the car, which had been shipped by McCray, Morrison & Co., routed "Boston & Albany Delivery," he went to the Boston & Maine office with his B/L and paid that company both the freight to Worcester and the switching charges. He had no communication with the Boston & Albany, and the latter road settled with the Boston & Maine for its charges.

The loss of so much grain out of the car was a mystery until the contents had been unloaded, when a crack was found in the bottom of the car, bearing evidence that the oats had dropped thru the crack. Hence the railroad company had to rely on some technicality to escape paying the loss; but failed.—99 N. W. Rep. 459.

The cost of producing crops on irrigated and non-irrigated land in Wyoming and western Nebraska has been determined by an agent of the Bureau of Statistics. Estimates are for the crop year 1911-12 and are based on cost estimates given in connection with each crop, together with figures on acreage and average yield. The net operating cost of production for wheat on irrigated land is \$0.229 per bushel, non-irrigated land, \$0.263; oats, irrigated, \$0.112 per bushel, non-irrigated, \$0.09 per bushel.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.											
	Nov. 11.	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 18.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.
Chicago	95	94½	94	93½	92½	91¾	92½	90¼	90¾	90¼	90¾	90¾
Minneapolis	90¾	90¾	89¾	88¾	87½	87½	87¾	86½	86½	86	86½	86½
Duluth	90½	90¼	89¾	88¾	87¾	87	87¾	85¾	86¾	86	85¾	86
St. Louis	95¾	95¾	95	94	93	92¼	92¾	91½	91	91	91	91½
Kansas City	89¼	88¾	88½	87¾	86¾	85¾	86¼	84¾	84½	84½	84¾	85
Milwaukee	86½	91¾	91¼	90¾	89¾	88¼	89	87¾	87¾	87¼	87	87¾
Toledo	114¾	114¾	113½	113	112¾	111¾	112½	110¾	111	110¾	110¾	111½
New York	101½	100¾	100	99¾	98½	98¼	98½	97	96¾	97	96¾	96½
Baltimore	102	101¾	101	100¾	100½	100¼	100¼	98¾	98¾	98½	98½	99
Winnipeg	87¾	87	86¾	85¾	85¾	84¾	85¼	84½	84½	84	83¾	83¾
Liverpool	106	105¾	104¾	103¾	104¼	103¾	104¼	103¾	103¾	103	103	102
Budapest	132½	136	133¾	132¾	131½	131¼	132¾	133¾	132¾	132½	132½	133¼
	MAY CORN.											
	Nov. 11.	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 18.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.
Chicago	49½	49¼	48¾	48¼	47½	47¼	47¾	47¼	47½	47¼	47½	48
Kansas City	46¼	47	46¾	46	45½	44¾	44¾	44½	44¾	44¾	45	45½
St. Louis	48½	48½	47¾	47¼	46¼	46	46¾	46	46¼	46¼	46¼	46¾
Liverpool	68½	67¾	66¾	66¾	66½	66½	66¾	66¾	66¾	65¾	65¾	64
Baltimore	53½	53¼	53	53	51¾	51¾	51¾	51¾	52¼	52¼	52¼	52½

*April del. †January del. ‡Year corn. °No. 2 red.

OBSERVATIONS.

BY A TRAVELER.

While in North Dakota last month I called on a grain dealer whose elevator was located on the C. M. & St. P. R. R., and found him much agitated because of the wretched condition of four cars just switched to his elevator for loading of grain. Before he could load grain into the cars it was necessary for him to hire a man to repair them and it looked as tho he had more than a day's work ahead of him. Surely, grain shippers are entitled to cars suited to the needs of their business, but they do not get them from the Milwaukee. According to shippers along the line, the Milwaukee has been building two new branches, one in South Dakota and one in Montana, without increasing its equipment, so the shippers suffer.

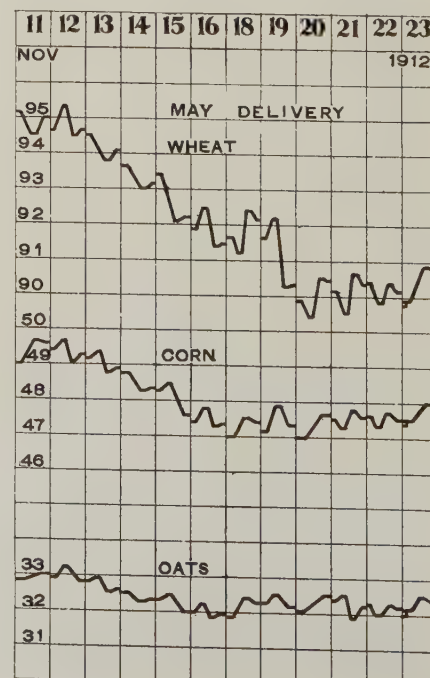
Shippers along the Great Northern and Northern Pacific in North Dakota were also complaining, excepting when located at competitive points, but their grief was nothing compared to those on the Milwaukee.

The elevators at Clark, S. D., have been full of grain for some time, and still they are unable to obtain cars. In the meantime the market is declining and the shippers are losing heavily.

If every shipper would file a formal claim covering his loss due to delay of carrier in furnishing cars, and persistently follow up such claims, all would get better service. The trouble is that the weak-backed ones neglect even to ask for damages, because they fear to get in bad with the railroad officials. If the railroads were required to make good all the losses suffered by shippers because of their neglect or refusal to supply the needed cars, they would soon buy much needed equipment.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



MEETING OF NATIONAL Industrial Traffic League.

The annual meeting of the National Industrial Traffic League at Chicago, Nov. 14, was well attended by representatives of the diverse interests comprising the membership. Organizations more directly identified with the grain trade were represented by W. M. Hopkins, mgr. Transportation Dept., Chicago Board of Trade; Chas. Rippin, mgr. Transportation Dept., St. Louis Merchants Exchange; John J. Telford, representing Louisville Board of Trade, and H. G. Wilson, commissioner of the Transportation Bureau of the Commercial Club, Kansas City, Mo.

Most of the time of the convention was taken up by discussion of uniform classification; and the practicability of getting some representation of shippers in the power creating new classifications.

J. C. Lincoln, chairman of the Legislative Com'te, reported progress on B/L legislation. "Every part of the Clapp Bill, introduced as S957 was eliminated and the Pomerene Bill substituted, except the enacting clause. It is hoped that the Stevens Bill will be withdrawn. The Bankers Ass'n was inclined to stand for the Clapp Bill giving them more protection, but has agreed to support the Pomerene Bill."

W. M. Hopkins: Mr. Adamson is unalterably opposed to the Pomerene Bill and his opposition will have to be overcome to get the bill out of com'te. The Grain Dealers National Ass'n and the Council of Grain Exchanges have both indorsed the Pomerene Bill.

Pres. J. M. Belleville read the following report of the Com'te on B/L, by W. M. Hopkins, chairman:

REPORT OF B/L COM'ITE.

The Pomerene substitute bill, referred to in the report of the Legislative Com'te, shown in the records of the proceedings of the Detroit meeting of July 17 and 18, has been adopted by the Senate. This bill is in harmony with the recommendations made by the League at the Washington conference of May 21, and it is acceptable, also, to the banking interests and the Committee on Uniform Laws.

The progress made by securing the adoption of this bill by the Senate should be followed up by securing its introduction into the House and urging its passage.

It is respectfully recommended that your Legislative Com'te co-operate with the Bill of Lading Committee to get this substitute bill introduced into the house and advocate its adoption.

In connection with Bs/L your Com'te begs to report that the Interstate Commerce Commission has indicated that they purpose to hold a hearing in respect to complaints of the uniform and standard bill of lading, the date for which has not yet been set. Your Committee will be prepared to appear before the Commission when such hearing is given and advocate necessary changes in the present B/L both as to the standard and uniform B/L.

If other changes than those shown in the report of the proceedings of the meeting of the League on March 14, 1912, are desired, members should communicate the same to the chairman of the com'te, W. M. Hopkins.

The report was adopted.

J. C. Lincoln read lists of railroads which have and which have not adopted the standard form of expense bill.

A resolution was adopted opposing the appointment of deputy interstate commerce commissioners.

E. J. McVann: There should be some power or representation in the body which initiates the uniform classification that would be independent and take perhaps the same position as the Interstate Commerce Commission, to be composed not wholly of railroad representatives.

F. B. Montgomery: A uniform classification would not be the most desirable thing to be had.

J. C. Lincoln. This uniform classification bill has passed one branch of Congress and the Interstate Commerce Commission fears that Congress will require it to establish such a classification. I believe in doing something at this meeting to head off this legislation.

New officers were elected for the ensuing year by unanimously adopting the report of the nominating com'te: J. M. Belleville, Pittsburgh, pres., (re-elected) H. G. Wilson, Kansas City, vice pres.; Oscar G. Bell, Chicago, sec'y-treas.

The new executive com'te is a large one, among its members being W. M. Hopkins of Chicago, and Henry L. Goemann of Toledo.

A banquet was given in the evening at which F. B. Montgomery was toastmaster and Orville F. Berry, chairman of the Illinois Railroad & Warehouse Commission, principal speaker.

Western Minimums to Apply East of Chicago.

The Transportation Department of the Chicago Board of Trade reports that all interested carriers have published or will publish a rule "On shipments of grain passing thru on direct transfer, the minimum carload weight to be applied east of junctions with eastern lines will be the minimum carload weight charged west thereof."

The rule has been published effective Nov. 15, in the tariffs of most of the eastern lines as applicable to the reshipping or proportional rates to all points east of Chicago. The eastern lines which have delayed publication of the rule are: C. & O., C. I. & L., C. T. H. & S., C. C. C. & St. L., and the M. C.

The rule will be published in the thru tariffs of such of the Illinois lines as apply to Chicago their local basis of minimum weights in connection with the thru rates. The following have already done so: A. T. & S. F., effective Dec. 10, C. B. & Q., C. M. & St. P., C. R. I. & P., the last four making the rule effective Nov. 15.

FARMERS ELEVATOR AT Chalco, Neb.

A plant strictly up-to-date in construction and equipment is the elevator of the Farmers Elevator Co., at Chalco, Neb., recently completed. The main building is 24 by 26 feet and 32 feet to the square and of stud construction, with a capacity of 18,000 bushels. The driveway is 10 by 26 feet; the office and engine room is 12 by 26 feet. A dry basement is a feature of the elevator built of solid concrete and all earth paved six inches thick with concrete. The structure is ironclad and made lightning proof with copper lightning arresters. All windows are screened with heavy galvanized wire cloth.

The house has nine bins, all hoppers and thoroly re-inforced with ¾-inch iron rods and 4-inch cast washers at each end. An important detail is the double wagon dump hopper, made as large as the size of the elevator will permit and hopper to the elevators.

The equipment of the plant includes a 12-h.p. Fairbanks-Morse Gasoline Engine, a wagon scale built on a solid concrete foundation, 1,500-bu. Richardson Automatic Scale, a Success Manlift, a Barnard & Leas Separator, two stands of elevators, having 11x6 inch buckets and two Birchard Distributors. The automatic scale is placed on the work floor and the separator placed over it, so as to drop the clean grain to the scale without re-elevating and the cars are loaded with a direct heavy iron loading spout from the elevator heads.

The building and equipment is so arranged that one man can operate the plant and attend to the office work. If desired, 15,000 bus. of grain can be received and loaded out in ten hours. All kinds of grain can be cleaned and graded in this elevator, as well as might be done in any terminal elevator.

G. H. Birchard designed and had the contract for the construction of the elevator. A fotograf of the house is reproduced herewith.

The term of Edgar E. Clark as a member of the Interstate Commerce Commission expires Dec. 31. Railroad men and shippers are urging Mr. Clark's reappointment.



Elevator of Farmers Elevator Co. at Chalco, Neb.

A NEW THANKSGIVING FOR Flax.

BY FRED A. HARDING.

Old man Flax was hard. He seldom smiled and when he did at rare intervals, his lips parted in a malicious leer that showed his tusk-like teeth. There was a story current among the children of the community that old man Flax wud eat them if he had a chance.

No one knew what had first soured the old man, but embittered he surely was, as all of his farmer customers at the elevator cud vouch. Miserly he was, and a close bargainer. No one had ever gotten the better of him in a deal and it was a common saying in the village that he always squeezed a dollar until the eagle screamed. He was alone in the world. Years before his wife and son had left him, virtually forced from home by his cruelty and sordid economies. Long before that, the lad's baby brother had left for a better world, because the price of milk advanced to four cents a quart and old man Flax felt the strong attraction of an increased income thru its sale to the co-operative creamery.

The merchants in the village hated him because he never bot at home but was that species known as a "catalogger." He preached the doctrine of send away to Chicago and practised it consistently. He also manoeuvred so as to get several of his customers in with him on certain "clubs." By such methods, he secured his merchandise at the cut rate price without paying freight.

The night before Thanksgiving, as was his custom, he remained in the office until a late hour, going over his accounts and on the alert for the possible purchaser of feed or flour. He carried side lines and sold a cheap grade of flour at a price lower than the grocer. He knew that the morrow was Thanksgiving because the idiot who makes calendars had printed Nov. 28 in red ink.

The latch on the office door rattled. He heard the sound of quick and labored breathing and then—an irresolute knock.

"Come in," he bawled out gruffly.

The door swung open and the widow Ascomb entered. Clinging to her skirts was one of her numerous "brats" as Flax called her children. The two stepped to the fire and held thin hands toward the red hot stove.

"Well, what do you want?" He emphasized the "you" disagreeably.

"Why, we er—that is—" She stopped in confusion.

"Well," thundered Flax.

The child cowered behind her mother and in her trepidation struck her hand against the hot stove. She screamed in pain.

"Haw-haw-har-har," roared the old man with evident enjoyment.

The woman looked at him, indignation showing in every fibre of her being. "Stop," she said tersely. The joke appeared to pall and Flax became silent before her steady gaze. Quickly she gathered the little one in her arms and kissed the injured hand.

"We want some flour for tomorrow. My pension money hasn't come yet, and you'll have to trust me."

"No," retorted Flax quickly. He strode to the door and held it open, letting in a blast of sleet and snow that whirled about the widow's thin garments, as she went out into the stormy night.

When the two had gone, old man Flax grinned delightedly as he moistened his finger, touched the stove, and heard the resultant hiss. Drawing up his chair,

he again resumed his labors at the rickety table. After fifteen minutes steady figuring, he breathed a sigh of satisfaction and pillowed his head on his arm for a minute's rest. His eyes closed wearily.

A chill enveloped him and looking up, he saw his wife standing in the doorway, pointing her finger scornfully at his face. For a full minute she stood there before she spoke. Unreal, she appeared and at first he felt, rather than saw her figure framed in whirling snow flakes.

"You beast," she said in a half whisper. "You, miserly, penny-catching fool. The world calls you a man—a man." There was infinite scorn and contempt in her voice. "Do you know what you have done?" The woman's voice was shrill and accusing. "You are my murderer and that of my child. You forced me out in the world to face it with a boy not ten years old. The world wud take me if I paid the price. I fought it with my boy for two years and then gave him up to an institution. There was no place in it for me. I struggled alone for five years and then—then when I had no one to struggle for, I jumped into the river."

"But I swore as I went down and the water swept me into eternity, that I wud come back to you and make you suffer. Freeze now. Freeze. I have been cold many times." She vanished as mysteriously as she came.

Flax gasped, inarticulate. Tho freezing cold, sweat covered him and soaked his garments. He heard a murmur above the whine of the wind. It had a sinister sound. He dragged himself to his feet and peered out the door.

A dozen hands clutched him. Fighting desperately he was dragged under the driveway shed. The entire village, men, women and children were there. Foremost in their ranks stood his wife, laughing hysterically and gesticulating wildly. A rope was produced and a young man—a stranger—climbed a ladder and fixed one end of the rope over the cross beam above the doorway.

Helpless, weak, unable to stand, he lay prone on the ground while the noose was slipped over his head. Half a dozen of his neighbors stood apart grasping the rope.

The stranger kicked him in the side. With a superhuman effort, the old man rose to his feet. "What have you to say before you die?" the young man asked him solemnly.

"I—I don't know."

Contemptuously, his wife stepped in front of him and gave him a stinging blow across the face with her open palm.

"God forgive me, I—"

"Pull men!" shouted the woman.

An awful wrench, and Flax was lifted from the ground. The noose tightened about his neck until his eyes seemed ready to drop out. The world turned black and Flax knew all wud be over in a moment. But how long that moment lasted! His whole life passed by in his mind. To his amazement, the money for which he had given the best of his life, he regarded as extremely inconsequential. He saw his wife and his children scorn him and he knew he deserved their hatred. His money, his lands were nothing in comparison with the love that had once been his.

A well dressed young man called at the elevator of old man Flax early Thanksgiving morning. His eyes took in the barren office at a glance and rested on the old man sprawled out in front of his table, fast asleep. Softly, he closed the door he had found open, and threw

fuel into the stove. Walking over to the man, he grasped his arm and shook him.

The old man awoke with a start. He gazed at his visitor terror stricken. In his mind's eye he saw the stranger of his dream, who had kicked him before the mob had done its work. "Who-are-you?" he said finally.

"Don't you know your own boy, father?" the other replied smiling.

At the words, Flax jumped to his feet, and, clutching the man by the arm led him to the window. He stared at him intently. A new look overspread his face—an expression none of his neighbors had ever seen there. Tears welled up in his eyes. His lips trembled. "My son," he said simply.

The two prepared breakfast together, laughing gaily at every pretext. The boy told his father of occurrences of the seven years he had lived apart from him. The boy's mother had died soon after they reached the city. Kindly disposed strangers had given the lad a home during the years that followed. He felt he must see his father and spend Thanksgiving with him.

"And we must make somebody else happy today, father," he said. "Let's give a sack of flour to every poor family in the village."

The old man's lips drew together in a straight line. Involuntarily, he raised his hand in protest, then winced and hesitated, the habit of years fighting one last battle with his better impulses. Finally, he straightened, used his handkerchief vigorously in a trumpet like challenge and said defiantly, "By George, we'll do it!"

The charity of old man Flax that Thanksgiving was the talk of the widow Ascomb and the rest of the village for months. And the peculiar part of it all was, that under his son's guidance, each day was made a thanksgiving for someone. Best of all, old man Flax had Thanksgiving in his heart.

FARMERS AND GRAIN DEALERS Join to Fight Rate Increase.

An organization to be known as the Central States Grain Dealers Ass'n, the object of which will be to protect the mutual interests of its members, with particular reference to their relations with common carriers in the territory where they do business, was formed at a meeting held at the La Salle Hotel, Chicago.

Officers were elected as follows: W. T. Cornelison, Peoria, Ill., pres., Alfred Brandeis, Louisville, vice pres., and Charles Rippin, St. Louis, sec'y and treas.

The new ass'n will fight the proposed advance in freight rates on grain originating in Illinois which would cost the farmer \$5 on each 1,000 bus. of grain sold. This common interest brot together grain men representing the grain exchanges at St. Louis, Cincinnati, Indianapolis and other points in the south and central states a year ago and the advanced rates were held off for a year. At the recent meeting similar interests and the entire board of directors of the Farmers Grain Dealers Ass'n of Illinois attended and the farmers of Minnesota and South Dakota were represented thru the state secretaries of the farmers grain dealers associations.

Exports of broom corn amounted to 2,295 tons during the nine months prior to Oct. 1, 1912, according to the report of O. P. Austin, chief of the Bureau of Statistics.

AGAINST LEASED WIRES.

Federal legislation abolishing the practice of the telegraph companies in leasing their wires to individuals and corporations., is advocated by the Receivers Ass'n of the Chicago Board of Trade. Wherever such legislation has been enacted by states, the telegraph service is very superior, said Frank J. Delaney, of the Receivers Ass'n Com'te.

"Our agitation for better service is being taken up by all of the grain exchanges and by the large newspapers of the country," Mr. Delaney said. "I think the reason the Postal Telegraph Co. can give better service than the Western Union is, because it does not have so many leased wires. Elimination of the leased wire evil is what we must aim for, in my opinion.

"I know for a fact that lessees of Western Union wires allow certain friends to use their service and if such practice does not have the connivance of the Western Union, the company at least knows about it, and doesn't object. I have found the Western Union very industrious to leased wire customers. No extra efforts appear to be made in behalf of customers of their public wires, however.

"Actually, the service of the Western Union is so poor to small interior points, that even if the Postal has no direct connection, one can get quicker results by giving the message to the latter company,

let them telegraph the message to the nearest point, and then telephone the message to its proper destination."

B. S. Wilson, pres. of the Receivers Ass'n, was willing to admit that he knew of many instances of inexcusably poor service by the Western Union Telegraph Co. "Elimination of the leased wire will be a great advance for better service," he said. "I heartily favor federal legislation abolishing the leased wire."

Constitutionality of Sulfur and Bleaching Legislation.

The Supreme Court of Pennsylvania in the recent case of Christian Pflaum affirmed the constitutionality of legislation prohibiting the use of sulfur dioxide in food.

Pflaum sold candy containing sulfur dioxide which had been added to the gelatine before its manufacture with sugar. He was found guilty on first trial; the court next arrested judgment; then the superior court reversed this arrest of judgment and has been upheld by the Supreme Court.

The court held: "It is not necessary for the commonwealth to show that the defendant knew that his merchandise contained the prohibited substance.

"It is not a relevant matter that in the opinion of the defendant or his witnesses the confections which he sold were wholesome and not deleterious to health.

"No one pretends that sulphur dioxide is necessary or desirable in confectionery. The most that can be said is that in very small quantities it is not shown to be prejudicial. No one has a natural or a constitutional right to put poison in confectionery or other foods, and the beneficial object of the statute under consideration ought not to be defeated except by clearly convincing reasons."—84 *Atl. Rep.* 842.

The British steamer *Holmeside* has been chartered at Boston to transport 200,000 bus. of wheat and corn to Copenhagen, Denmark. The steamer is the first in six years to be chartered for an exclusive cargo of grain from Boston.

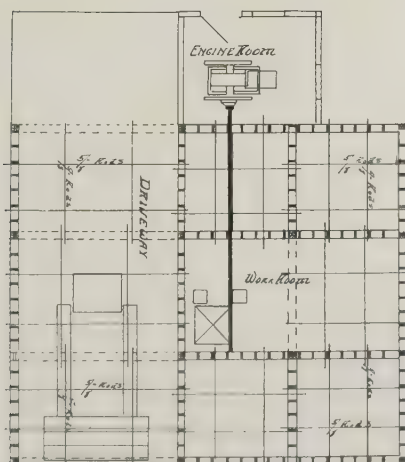
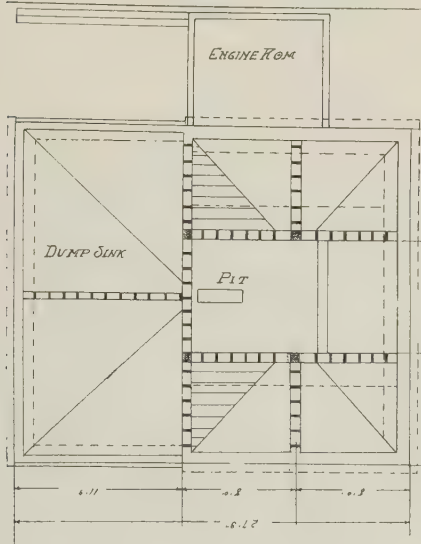
PLAN OF OKLAHOMA COUNTRY Elevator.

The elevator which has been planned for the Alva Roller Mills at Loder station near Capron, Okla., represents the simplest type of small grain handling plant. It has a single leg, 59 ft. from shaft of boot pulley to shaft of head pulley; and is of steel construction, well rodged with $\frac{3}{4}$ -in. iron.

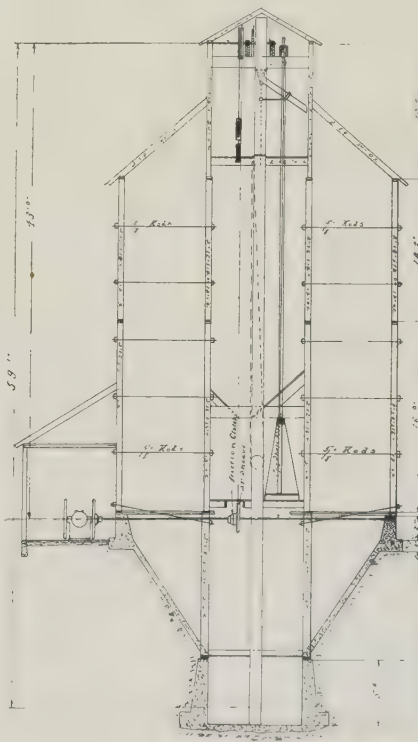
The building is nearly square, being 24x27 ft., with engine room adjoining, and iron clad, with composition roof. The bins have 13,000 bus. capacity. Grain is weighed in on a 4-ton Howe Wagon Scale, unloaded on double dump and elevated by the single stand having a deep set boot. The operator directs the discharge from the elevator head thru the revolving spout into any bin or the 750-bu. Richardson Automatic Scale, which is set over the loading spout loading cars by gravity, the fall being sufficient to fill the ends of cars thru the flexible end of spout.

A manlift gives easy access to the cupola. The drive from the International Gasoline Engine is direct from the engine shaft to the friction clutch of the rope drive to cupola, where a small pinion meshes with a large gear on the head pulley shaft. This plant is a good model for the wheat buyer desiring large capacity in proportion to investment, and will be erected at low cost by the P. H. Pelkey Construction Co.

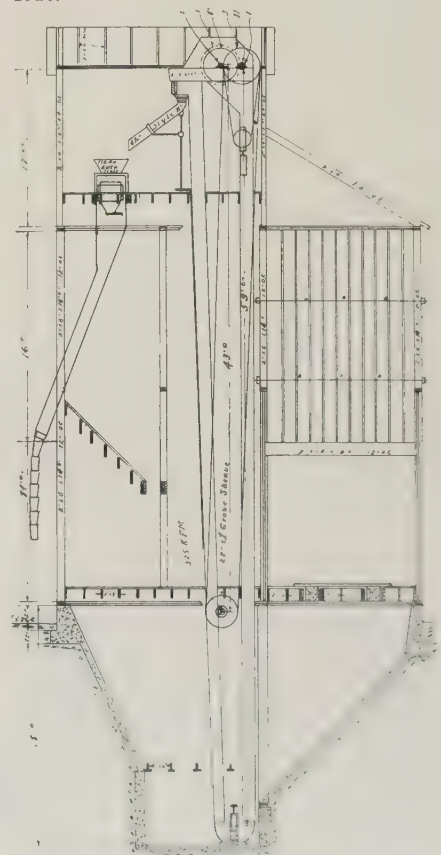
Average farm prices for corn, wheat, oats, barley, rye, flaxseed, potatoes, buckwheat, cotton and hay, which represent about three fourths of the value of all the country's crops, were lower on Nov. 1, than they have been during the past five years. Products of the farm are 12.8 per cent lower this year than last and 3.2 per cent lower than they were in 1910.



Driveway and Bin Plan.



Cross Section.



End Section.

Plans of Elevator at Loder sta., Oklahoma, of Alva Roller Mills Co.

Seeds

Butler County, Kansas, held its second kafir corn carnival at El Dorado, Kan., Oct. 16, 17 and 18.

Clover seed in Ohio this year is rated at 70 per cent of an average crop by the Ohio Dep't of Agriculture.

Fifty per cent of the early shipments of kafir corn arrived at Kansas City, Mo., in a heating condition, according to G. A. Aylsworth of the Moffatt Commission Co.

The Robinson Seed Co., Waterloo, Neb., is taking out all of its gasoline engines and will run its several plants with electricity. The company will generate its own power.—J. J. F.

Funk Bros. Seed Co., Blomington, Ill., which recently received an order for corn from a firm in Austria has just received a cancellation of the order, due to the continuation of the Balkan-Turkish war.

The alfalfa acreage in Ohio is estimated to be 26,756 acres this year, according to the estimate of Ohio Department of Agriculture. In 1911, township assessors reported an acreage of 27,139 acres.

Duluth received 837,111 bus. of flax seed and shipped 1,140,030 bus. during October, compared with 1,123,111 bus. received and 979,510 bus. shipped during October, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

The Department of Agriculture has commenced the work of assembling and packeting the seeds for congressional distribution. More than 600 tons of seeds, put in approximately 60,000,000 packets, will be mailed to the voters at home after Jan. 1.

Considerable kafir corn has come into the markets in a heating condition. Considerable care is necessary in order to thoroughly clean the corn before shipping. The shipper must also buy low enough to allow for shrinkage as well as market decline.

Toledo received 1,950 bags of clover seed during the week ending Nov. 23, compared with 850 bags in the corresponding week of 1911. Shipments at Toledo were 200 bags during the week ending Nov. 23, against 750 bags in the same week last year.

Imports of clover seed last season were the largest ever known. They were 247,000 bags. Year before they were 145,000 bags but only 40,600 three years ago. What will they be this season? Some large importers predict they will be less than 75,000 bags. If prices are low enough some might be exported.—C. A. King & Co.

Chicago received 1,173,700 lbs. timothy seed, 136,700 lbs. clover seed, 297,000 lbs. other grass seeds and 64,300 bus. flaxseed during the week ending Nov. 23, 1912, compared with 466,700 lbs. timothy seed, 83,300 lbs. clover seed, 424,800 lbs. other grass seed and 22,700 bus. flaxseed during the corresponding week of 1911. Shipments at Chicago included 2,252,700 lbs. timothy seed, 178,700 lbs. clover seed, 419,200 lbs. other grass seed and 10,100 bus. flaxseed during the week ending Nov. 23. In the corresponding week last year shipments were 283,600 lbs. timothy seed, no clover seed, 251,200 lbs. other grass seeds and no flaxseed.

Beans were imported to the extent of 220,946 bus., during the nine months prior to Oct. 1, against 212,032 bus., exported in the corresponding period of 1911. Imports of beans during the same period were 907,264 bus., against 736,803 bus., in 1911, according to the report of O. P. Austin, chief of the Bureau of Statistics.

Milwaukee received 570,000 lbs. of timothy seed, 409,995 lbs. of clover seed and 27,600 bus. of flaxseed during October, against 178,805 lbs. timothy, 376,485 lbs. clover seed and 33,600 bus. flaxseed received in October, 1911. Milwaukee shipped 214,240 lbs. timothy, 60,000 lbs. clover seed and no flaxseed during October compared with shipments of 122,000 lbs., timothy, 113,140 lbs. clover seed and no flaxseed in October of the preceding year.—H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

London, Eng.—Demand for spring sowing seeds is increasing. The new English reds are coming out slowly on account of the open weather, prices, consequently, beyond their intrinsic value. New French reds offer freely, all qualities, and attracting attention. Alsikes unchanged in Canadian seed; whites scarce and high in price. Trefoils in similar position. In grasses, French-Italian, Irish-Italian and perennials all fine samples, unchanged prices. Cocksfoot and meadow fescue firm to rising.—John Picard & Co.

The production in bushels of flaxseed by states in 1912, contrasted with 1911, based on Nov. 1 reports, as reported by O. P. Austin, chief of the Bureau of Statistics, is as follows: Wisconsin, 125,000 against 120,000; Minnesota, 4,282,000 against 3,200,000; Iowa, 161,000 against 128,000; Missouri, 66,000 against 54,000; North Dakota, 12,571,000 against 9,120,000; South Dakota, 5,262,000 against 3,217,000; Nebraska, 19,000 against 10,000; Kansas, 336,000 against 225,000; Oklahoma, 9,000 against 3,000; Montana, 6,888,000 against 3,272,000; Colorado, 36,000 against 21,000 bus.

In a decision of the complaint against the Louisville & Nashville Railroad Co., by J. Charles McCullough, a seed dealer of Cincinnati, O., over the rate charged by the L. & N. on sunflower seeds from Belle River, Dahlgren and Delafield, Ill., to Cincinnati, the Interstate Commerce Commission found the rate to be not unreasonable and the complaint was accordingly dismissed. Testimony showed that 90 per cent of the sunflower seed grown in Ohio is grown in the immediate vicinity of the points of shipment named, and amounts to approximately to car loads annually. The seed is valued at \$900 a carload.

Imports of seeds during the nine months prior to Oct. 1, 1912, included 29,576,742 lbs. of clover seed, 18,808,038 lbs. other grass seeds, 877,717 bus. castor beans and 7,285,761 bus. flaxseed; against 20,887,714 lbs. clover seed, (other grass seeds not reported), 723,697 bus. castor beans and 6,748,232 bus. flaxseed during the corresponding nine months of the preceding year. Exports of seeds from the United States during the nine months prior to Oct. 1, 1912, have been 901,551 lbs. clover seed, 1,969,575 lbs. timothy seed, other grass seeds valued at \$312,650 and 4,280 bus. flaxseed; against 1,709,601 lbs. clover seed, 5,410,795 lbs. timothy seed, other grass seeds valued at \$323,663 and 890 bus. flaxseed during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

John Buell, employed by the G. D. Sutton Seed Corn Co., Geneseo, Ill., was severely bruised when a section of the third floor of the company's drying and storage house gave way. A quantity of corn in crates fell on the man. Other employes succeeded in extricating him.

The production of kafir corn compared with a full crop as reported by states Nov. 1, by O. P. Austin, chief of the Bureau of Statistics, is as follows: Illinois, 95; Wisconsin, 95; Missouri, 84; Nebraska, 85; Kansas, 85; Texas, 85; Oklahoma, 300; Arkansas, 85; Colorado, 100; New Mexico, 105; Arizona, 110; California, 91; United States, 156.2 per cent.

The Albert Dickinson Co. plans the erection of a new warehouse and elevator costing \$1,500,000 on the I. & M. Canal at Chicago. Work is now under way on a warehouse and elevator to be of reinforced concrete and steel construction, around which will be erected the various buildings for an immense plant. Plans have been hurried by the recent sale of the seed company's valuable old site which must be vacated within a few months. To aid in the construction of the new plant the Albert Dickinson Co. has arranged for a bond issue of \$500,000 maturing in twenty years, with interest at 5 per cent, and secured by trust deed to the Chicago Title and Trust Co. on the property to be improved and the old warehouse at South Clark and West Sixteenth streets.

From the Seed Trade.

Fremont, Neb.—Clover and grass seeds are not grown to any large extent in this locality and most of the seed that is saved by the farmers is sold locally. The same can be said for cane and millet. What little cane and millet seed was grown here was injured badly by early frosts.—Western Seed & Irrigation Co.

Crawfordsville, Ind.—There was produced thruout the entire country a very large crop of timothy seed, altho a great deal of it was damaged by wet weather. The clover crop is short. We doubt if the entire country will produce more than 30 per cent of an average crop of seed. A few small sections have produced good crops, but the aggregate is much below an average, and the quality in general is quite inferior.—Crabbs Reynolds Taylor Co., A. E. Reynolds, pres.

Malvern, Ia.: There will be practically no clover seed, alsike, or alfalfa threshed in this section this year. The crop of timothy and blue grass was, however, the heaviest crop we have had in many years. The corn crop is showing up very good, but many of the farmers are complaining of lots of light corn, and the percentage of good seed ears, while far in excess of last year, falls far below the average, as much of the corn is light and not fully matured.—Summers' Seed House.

Kansas City, Mo.—The acreage of clover seed will be largely increased, while the present price of timothy will have the effect of causing the most of this product to be cut for hay. The acreage of alfalfa is largely increasing; the acreage that will be left for seed, however, will depend on the weather next season. Should we have a dry season thruout the alfalfa section, it means a large seed crop; should the weather be seasonable, with average moisture, less alfalfa will be left for seed and more cut for hay.

The past season produced the largest crop of bluegrass, both in Kentucky and Missouri, that was ever grown. This

can be accounted for by two reasons; first, the scarcity of cattle to graze the pastures, and second, the very favorable weather, there having been sufficient last winter and spring, seasonable harvesting weather. We rarely ever see two large crops of bluegrass seed in succession. It has been about eight years since we had a very large crop before this. The acreage of bluegrass has been increasing with each year, but the acreage for seed next season will depend largely upon the weather and the amount of cattle in the hands of the farmers. We think there will be a very large amount of timothy, also bluegrass seed, carried over. We are inclined to think that all of the clover seed will be used this coming spring, also the better grades of alfalfa seed. The alfalfa seed crop was about 60 per cent of an average one in the United States this season. Europe carried over an immense amount of seed from last season's crop, and this kept the price of American alfalfa much lower than it would have been, had not this condition prevailed.—Missouri Seed Co.

CONTRACTS OF ASS'N RESTRAINING Trade Are Void.

Sued for breach of contract by David S. Gay and others, N. Ford Brent put up the successful defense that the contract was in restraint of trade, as Gay and his associates constituted the membership of the Central Kentucky Blue Grass Co., a monopoly in restraint of trade. In the Circuit Court of Clark County, Kentucky a judgment was given, sustaining the demurrer to the answer of the defendant. An appeal was taken by Brent and the judgment of the circuit court was reversed with directions to find for the appellant.

Brent sold to Prunty, co-plaintiff, 15 tons of 20-pound extra fancy Kentucky blue grass seed, to be delivered in September, 1906, at \$1.30 per bushel of 14 pounds. On Sept. 1, 1906, Prunty assigned the contract to E. F. Spears & Son (co-plaintiff) for the benefit of the Central Kentucky Blue Grass Seed Co. The market price of the seed advanced 38 cents per bushel. Altho the plaintiffs in the action were ready to fulfill their part of the contract, Brent defaulted on the contract. Suit was instituted against Brent for \$814.28 damages.

The Central Kentucky Blue Grass Co., charged with being a monopoly by the defendant, had articles of partnership as follows:

"We, the undersigned, do hereby organize ourselves into an association which shall be known as the Central Kentucky Blue Grass Seed Co., and its purpose shall be the buying and selling of blue grass seed of the crop of 1906 only on joint account. The capital stock shall be \$500, which shall be subscribed to in equal amounts by the three members. The officers of the company shall be secretary and treasurer. Any one member can call a meeting to transact business. The majority of votes shall control the buying and selling and all questions presented. All members shall share alike in the profits and losses of the business. This agreement shall remain in force from this date, June 1, 1906, to May 1, 1907.

"None of the members shall sell stripped seed to another than a member, unless by special permit from the other members, except in lots of 100 bushels or less to neighboring farmers. Gains from such sales to be turned into the association. No sales or purchases are to be made in the name of the company. Members in making sales shall assume personally the risk of loss from not collecting account or otherwise. Each member agrees to ship no seed that has not first been formally turned in to the company. Seed bot by members from the stripper shall be figured to the company at 75 cents per bushel, dry, f. o. b. Paris or Winchester."

In his answer to the complaint of David S. Gay and others, Brent charged that Prunty, acting as agent for the Central Kentucky Blue Grass Co., concealed from him the fact that he was purchasing for the combination and that he was given the impression that Prunty was buying the seed on his own account. He further averred that this concealment of his agency was a part of the fraudulent scheme devised by the Central Kentucky Blue Grass Seed Co., to purchase seed from him and others. He said further, that if he had known of the agency, he would not have sold the seed to the Central Kentucky Blue Grass Co., to Prunty or any other person representing or acting as the agent for the company. He also charged that the scheme for securing seed was an effort to form a pool and trust of the blue grass market, in unlawful and unreasonable restraint of trade, and that these facts invalidated the contract.

In an amended answer, Brent averred that when the contract was made the several plaintiffs, E. F. Spears & Son, J. S. Wilson and David S. Gay, were engaged in the independent buying, cleaning and manufacture of the rough blue grass seed into what is known as cleaned and dressed blue grass seed and in the selling, shipping and delivering of the same. The plaintiffs belonged to no association or combination at that time and were competitors. Further, he said that the greater portion of blue grass seed is grown and manufactured into clean seed in Kentucky and shipped from Kentucky to the markets of the world. By reason of this fact, the combination was able to control and monopolize a large portion of the blue grass seed business done in Kentucky. He averred further that if all the cleaners and manufacturers of blue grass in Kentucky combined, the price of blue grass seed would be ruled absolutely in the markets of the world.

To this answer the plaintiffs made a demurrer, which was sustained in the lower court.

The Court of Appeals of Kentucky on Oct. 3 held: Leaving out of view entirely the applicability of the anti-trust statutes, we think the controlling and decisive question in the case is: Did the averments of the answer, which must be treated as true, state the defense of an unlawful and un-

reasonable restraint of trade upon which Brent was entitled to introduce evidence and have a decision on the merits? In considering this feature of the case we shall treat the contract as if made directly between Brent and Gay and his associates, because under the averments of the answer, Prunty in making the purchase was acting for and on behalf of Gay and the company.

We are sure of our ground in declaring that the courts should not lend their aid to assist an illegal combination in restraint of trade, in the enforcement of executory contracts, that would enable it to more successfully accomplish its unlawful objects. Bishop v. American Preservers Co. 157 Ill. 284.

Under the admitted averments of the answer, Gay and his associates conceived the plan of controlling the blue grass seed of the country and of fixing and regulating the price of this useful article, and, in pursuance of this plan, which had as one of its chief purposes the restraint of trade and the suppression of competition in this article, they sought to secretly and quietly secure from Brent and other dealers in blue grass seed a sufficient quantity of the seed to enable them to effectually carry out their scheme to restrain and monopolize; that the purchase of the seed from Brent was only a part of the arrangement, it being the purpose to obtain in like manner the possession of seed owned by other independent dealers; and that Brent would not have sold the seed to Gay and his associates if he had known of the arrangement between them, but, in ignorance of the scheme devised by Gay and his associates, he was induced to sell his seed to Prunty, who was acting for them without the knowledge of Brent.

Under the admitted facts on record, to enforce this contract would be to depart from principles that have been expressly recognized by this court in other cases. In our opinion the answer and the amended answer pleading that the contract was in restraint of trade presented a good defense.—149 S. W. 915.

ELEVATOR AT CRANDON, South Dakota.

The new elevator of the Crandon Farmers Elevator Co. at Crandon, S. D., was completed Oct. 1. It has a capacity of 25,000 bus., and is equipped with a manlift, automatic scale and an eight h.p. Fairbanks-Morse Gasoline Engine. In addition to the bin capacity, the elevator has storage capacity for two carloads of flour.

During the month of October, 40,000 bus. of wheat were handled in the new house. The Crandon Farmers Elevator Co. is capitalized at \$25,000 and has 75 stockholders. G. G. Stahl is mgr. A photograph of the elevator is reproduced herewith.



Elevator of Farmers Elevator Co. at Crandon, S. Dak.

Grain Carriers

The Erie has ordered 1,500 box cars.

The National Rivers and Harbors Congress will be held at Washington, D. C., Dec. 4 to 6.

The standardization of boats at 1,000 and 2,000 tons was discussed at a hearing of the Erie Canal (barge) Commission at Buffalo last week.

A rate on burlap no greater than the rate on coffee was asked by the millers of Oklahoma at a hearing of the Interstate Commerce Commission Nov. 14 and 15.

Wheat rates at Duluth are 2½ and 3 cents to Buffalo. The lower rate is made where shippers will guarantee quick delivery at eastern ports. Vessels receiving the 3 cent rate take their own chances.

That the Millers' National Federation shud take up the milling in transit question was a resolution adopted at a meeting Nov. 7 of transit millers in the Central Freight Ass'n territory at Columbus, O.

Frank Kell of Wichita Falls, Tex., has importuned the State Railroad Commission to use all its powers in securing a reconstruction of the milling in transit rules, ordered by the Interstate Commerce Commission.

On account of the great congestion of grain shipments at Buffalo, elevators of that port are working night and day. Officials of the Western Elevating Ass'n admit that carriers arriving this week will be held up five or six days.

Boats were placed at the terminal elevators at Fort William and Port Arthur Nov. 20, to relieve the situation that caused the embargo on grain by the Canadian Pacific railway and to assist the railroad in keeping up grain shipments.

E. F. Sherman, Allegan, Mich., states that grain dealers in his territory are greatly handicapped by the car shortage. Altho he has handled 60,000 bushels of grain this fall, an additional 20,000 bushels might have been taken care of if cars had been available.

No definite plan of action has been taken by the grain dealers of Buffalo in opposing the advance made by the railroads in the ex lake rates from Buffalo to seaboard. The advanced rates of practically ½ cent per bushel on all grain, went into effect Nov. 15.

The season of lake navigation has been extended four days for insurance. Insurance wud expire Nov. 30, but with the extension boats can load until midnight of Dec. 4 and can clear up to noon of the following day. Insurance under the extension advances from 45c per \$100 to \$1.

The only cargo of grain to reach Oswego, N. Y., this season, arrived at that port last week. It was for the milling firm of A. H. Herrick & Son of Watertown. Business has never been so light by the water routes at Oswego. The opening of the barge Erie Canal is expected to improve conditions there, however.

Surveys are about completed for the Grand Trunk Pacific line from Regina, Sask., west to Lethbridge and the company is making preliminary surveys in the mountains for a direct route from Lethbridge to Vancouver, B. C. The extension is to be built between the main line of the Canadian Pacific and the international boundary.

The Grain and Hay Exchange of Pittsburgh has issued a protest against the proposed Central Freight Ass'n ruling calling for a stopover charge of \$3 per car on carload shipments of hay or straw at all hay sheds with C. F. A. territory. The charge is excessive, unjust and unreasonable, as the stopover permits weighing without charge to the railroads.

W. H. Suffern of Decatur, Ill., appeared before the Interstate Commerce Commission at St. Louis Nov. 18, to argue for the extension of grain transfer privileges at Decatur. Decatur seeks the same privileges that Cairo has, that all grain passing thru Decatur may be stopped there, unloaded, and then be reloaded with the benefit of the thru rate from point of origin.—S.

The car ferry of the Ann Arbor between Frankfort, Mich., and Menominee, Mich., will be closed for the winter season, Dec. 10. It will resume operation about April 1. During the interim, traffic to and from Menominee, Mich., and Marinette, Wis., will be handled via Manitowoc, Wis., or Kewaunee, Wis. The car ferries to Manitowoc, Kewaunee, Wis., and Manistique, Mich., run thru-out the year.

Delivery at Baltimore of export grain cannot be guaranteed by the Western Maryland Railway thru the export elevators of the B. & O. and Pennsylvania Railroads, except grain originating on the Western Maryland. Shippers will avoid complications by not tendering export shipments via Western Maryland.

Claiming that more than 9,000 bushels of grain were damaged by a leakage of oil from a tank in the steamer R. P. Fitzgerald, the Cleveland Grain Co. has brot suit against John P. Taylor, owner of the vessel. Damages amounting to \$4,218.57 are demanded. The claim was overruled in district court at Detroit and an appeal has been taken to the United States Circuit Court of Appeals.

Grain shippers will have quicker service into Louisville, Ky., after Thanksgiving, when the new bridge of the Kentucky & Indiana Terminal Railroad Co. will have been completed. The bridge connects New Albany, Ind., and Louisville, Ky., spanning the Ohio River. Heretofore freight trains have been forced to run over the old bridges in sections, as the bridges were not strong enough to withstand entire train loads.

The M. & St. L. paid a claim for loss of grain in a car that arrived in "good order" recently, but did so only after suit had been instituted. The claim was submitted three times by the shipper and denied. The Western Grain Dealers' Ass'n took up the claim and presented it twice without results. Then suit was brot. This action brot the claim to the attention of the legal department of the road and the claim was promptly paid.

The Canadian Pacific announced a general embargo on grain shipments on all its lines west, Nov. 19. Lack of elevator capacity is the reason given for the embargo. Orders have also been issued that foreign cars loaded with Canadian grain shall be routed to Minneapolis and Duluth and that no Canadian Pacific cars shall go farther south. An embargo has also been placed on shipment of flaxseed to the C. P. R. elevators at Ft. William.

Ex lake rates from Buffalo to New York advanced ½ cent per bushel, Nov. 15, simultaneously with the closing of the New York state canal system for navigation. In order to secure the low rate, shippers made strenuous efforts to char-

ter vessels for the prompt loading of grain cargoes, the prevailing rate being about 3 cents a bushel. To this effort to have as much grain afloat in Buffalo harbor, or in elevators there, is largely attributed the present congestion at that point. It is estimated there are 4,000,000 bus. of Canadian grain afloat at Buffalo.

A uniform B/L guaranteed by the passage of a federal law was advocated by John F. Hagey of the First National Bank of Chicago in an address before the Chicago Ass'n of Commerce, Nov. 13. The law shud make Bs/L adequate security for loans, he said. Under the present system banks are afraid to loan money on these bills except to men of known responsibility, because as Bs/L are now issued the railroads are not responsible for the acts of their agents.

The Interstate Commerce Commission dismissed the complaint of W. E. Sheldon of Jackson, Miss., against the Grand Trunk Western and other railroads, in which Mr. Sheldon asked for a reduction of two cents in the 8-cent rate charged him on a shipment of damaged wheat from Milwaukee, Wis., to Schoolcraft, Mich. Rates used for comparison were alleged by the Commission to be so dissimilar that they did not furnish a satisfactory measure of the reasonableness of the rate charged.

The Southwestern Millers League, taking advantage of the supplemental opinion of the Interstate Commerce Commission regarding the milling in transit rules, will hold a meeting with the officials of the trans Missouri railroads, at Chicago or St. Louis, and ask the officials to publish new rules governing milling in transit, following the opinion of the Interstate Commerce Commission. Such new rules will remove serious handicaps that have been imposed on interior elevator men and millers.

The Supreme Court of the United States expressed its disfavor of certain practices followed by the Interstate Commerce Commission in basing its conclusion more largely upon its own investigation than upon the testimony of witnesses. The question at issue was as to the propriety of compelling the Baltimore & Ohio Southwestern and the Norfolk & Western railways to grant physical connection with an electrical interurban road, the Cincinnati & Columbus Traction Co. The decision upheld the Commerce Court and reversed the Interstate Commerce Commission.

The complaint of the Oklahoma shippers, expressed by the corporation commission of that state, against the Santa Fe and connecting lines, charging that the refusal of the railroads to permit mixing of transit and nontransit shipments of grain and grain products, worked a hardship on the grain business of Oklahoma, was disallowed by the Interstate Commerce Commission Nov. 14. The Commission held that there is objection to the application of carload rates on mixed carload shipment of transit and nontransit grain, when the traffic is safely guarded by the transit practices of the Commission.

Altho approximately 3,000 grain cars were sent to New Orleans by the Missouri Pacific, on account of the reduced rate to the gulf port from Kansas City, Mo., not more than 100 of the cars were returned to the originating line. The wheat shipped over the Missouri Pacific went to New Orleans via the Texas Pacific. The latter road has held the equipment for use in the cotton trade, it is

said. As a result of this action, the Missouri Pacific was forced to change its routing to the Louisiana Railway & Navigation Co., and the Illinois Central lines, after securing from the roads a specific promise for the return of empties. Much of the car shortage in the southwest is due to the retention of cars in the south for the cotton trade. Oklahoma and Texas have laws requiring the railroads to issue B/L for cotton when it is delivered to the station agent. Consequently, it is imperative that the railroads have empties always on hand.

Rates for foreign shipping thru the Panama Canal were announced in a proclamation issued by President Taft, Nov. 13. On merchant vessels carrying passengers or cargo, \$1.20 per net vessel ton—each 100 cubic feet—of actual earning capacity. On vessels in ballast without passengers or cargo 40 per cent less than the rate of tolls for vessels with passengers or cargo. American coastwise shipping was exempted from toll payment by Congress. The rates named are substantially the same as those which will be in force at Suez next year. It is believed that the Panama Canal will be on a self sustaining basis at the end of twenty years.

Attorneys and shippers who have lost claims before the Interstate Commerce Commission will meet at Washington, D. C., Dec. 2. The call for the meeting was actuated by the recent decision of the United States Supreme Court, which held that the Commerce Court has no right to listen to shippers' appeals. It is proposed that if the Interstate Commerce Commission makes a mistake in the law and thereby puts a shipper at a disadvantage, the Commerce Court should have the jurisdiction to correct the errors of law in behalf of the shipper, equally as broad as the jurisdiction that allows the railroads to appeal.

National control of rate making was advocated at the meeting of the twenty-fourth annual convention of the National Ass'n of Railway Commissioners, at Washington, D. C., Nov. 19. Altho no legislation is to be sought at this time, the Ass'n hopes to secure judicial interpretations of existing laws, which will assure control of all railroad rates, state as well as interstate, by the Interstate Commerce Commission. Judge C. A. Prouty of the Interstate Commerce Commission favored national control of rate making in order to prevent the citizens of one state from obtaining an undue advantage in rates over the citizens of other states. There should be no such thing as a state line in the commercial interests of the United States, he said.

A strike of the Liverpool carters is imminent. Notice has been given by the carters to their employers that they will walk out unless their demands are complied with. The *Corn Trade News* states that a strike would be a serious matter for the grain trade of Liverpool. The men demand a half holiday on Saturdays.

B. T. Galloway is mentioned for the Secretaryship of the United States Department of Agriculture to succeed James Wilson. Mr. Galloway is a Democrat; is known to possess sane views on federal grain inspection; and during his long term as chief of the Bureau of Plant Industry has shown himself to be an earnest worker on the scientific side of practical agriculture, holding aloof from the political and personal propaganda infesting other branches of the Dept. of Agriculture.

HEDGING.

[From an Address of E. W. Wagner before meeting of Shippers at Piqua, O.]

The country grain dealer and the country grain raiser can hedge their grain by selling ahead for 60 to 90-day shipment to Chicago.

The dealer in Chicago may buy this grain during the month of September for delivery in December. He may buy it against sales to the east or against sales for export. In this case there is a direct link. Where the country wishes to sell and there is no direct link of this character, the dealer at terminal points protects himself by hedging in the pit. Without assistance of the pit he would as a rule be unable to accept country sales of this description. Indirectly the country seller in a transaction of this kind is performing a hedging transaction. The country must hedge by selling ahead to his dealer, who in turn very largely relies on the pit for his safety.

The farmer may deny the efficiency of hedging sales, but the various transactions performed show that exchanges mean a saving of immense millions per year to the grain raiser. The old time custom where capital steps in when grain is cheap to hold for long periods at various country points still prevails, to some extent. Wealthy country interests perform this function in various districts. Individual capitalists step in and take the part occupied by the exchanges. These operations are limited whereas the exchange is practically unlimited.

It is presumed that the ordinary raiser or grain dealer can determine reasonably where a burdensome situation is liable to depress values. On a burdensome supply situation there is absolutely no way to protect but by hedging. Hundreds of articles are published covering the fact that hedging is another name for grain insurance.

At a recent meeting of millers in the southwest, the subject of hedging was threshed out most profoundly. A large percentage of millers were uncovered who refused to adopt hedging tactics, on the other hand the supporters of hedging transactions were most emphatic in their declaration in favor of its great accomplishments towards smooth running in the milling industry.

THE BUYING SIDE. There is another side of hedging on which I desire to touch—the buying side—which is perhaps equally important. In probably four years out of ten there is some crop calamity and without doubt the farmer should at this time hedge his crop loss by purchase of futures.

The dealer is also interested to the extent that the amount of grain handled by himself will be much below normal years. The grain dealer should also give special attention to purchases of the futures when he is short the cash grain to consuming points.

There is also such a thing as hedging against car shortage. Car shortage may not permit the movement of grain to market and meanwhile values may fade.

The grain dealer and farmer are also justified in taking advantage of various periods in the year when grains reach their low points due to a heavy movement, when the farmer may be too busy to sell grain and the terminal market is the cheapest.

In my opinion the grain dealers and the farmers are entirely justified in purchasing when in their opinion grain values at terminals are too cheap. The farmer is not merely a seller of grain

but he is a buyer to a large extent, in various seasons. He would have no hesitation in buying any grain that he adjudged cheap in his section and he should take similar action in the big grain markets.

I am strongly convinced that the same dealer who buys grain when it is cheap around some country side should pursue the same policy at terminal markets in conservative and reasonable fashion.

Altho I am no longer running an elevator I still want the Grain Dealers Journal.—H. E. Strobick, Ross, N. D.

The Dept. of Agriculture reports that the artificial drying of hay has been proven a success wherever tried.

GIANT EAR OF CORN.

An interesting feature of the first annual Industrial Exposition and Corn Show of Terre Haute, Ind., was a 60-ft. ear of corn, composed of a framework veneered with ears of yellow corn. Thousands of ears of corn went into its construction.

Another exhibit, showing the supremacy of King Corn in that section of the country, was that of an American flag, 36 feet long and 25 feet wide, formed of red, white and blue corn, arranged on a slanting framework.

An illustration of the monster ear of corn is reproduced herewith, from a photograph for which we are indebted to *Popular Mechanics*.



Giant Ear of Corn at Terre Haute, Ind., Show.

TRADING IN COMMODITY BY ELECTRICITY.

A leather-lunged "caller" has been as indispensable to the call markets as loud voiced brokers are to the grain pits, and the howling mob of traders grabbing for "May wheat" has been the most picturesque sight of our speculative markets, so much so that the exchanges all have their "visitors' gallery."

But is this clamor inseparable from trade?

No. A silent call has been introduced in Holland with such success that it may be tried in handling other commodities.

Poultry farming is one of the great industries of Holland and within the last ten years thru up-to-date methods that country has become a great egg producer. The eggs are sold at auction every Saturday in at least one of the centers of the chicken industry; and as the accompanying noise and confusion was very annoying to the quiet Dutchmen an electrical auctioneer was invented and put into use, as shown in the engraving, from a drawing by *Popular Mechanics*.

The eggs are sold in lots of 2,500 and each lot is numbered. Each of the intending purchasers of eggs is given a number and a seat that also has a number. The presiding official stands before a large dial on which are placed figures representing prices ranging from a very high figure to one that is correspondingly low. Beside the dial is an annunciator which is connected with push buttons on the seats, each having one button. The presiding official announces the number of a lot of eggs, with a statement of their weight, etc., and then sounds a bell. At this signal a pointer begins moving slowly

ly around the dial. When the dial reaches the price a prospective purchaser desires to offer, the purchaser presses the button on his chair, the pointer stops, a bell rings and the purchaser's number flashes on the annunciator. There is no noise and no confusion. When a sale has been made in this fashion a new lot is announced and the same process repeated.

If the trading in grain for future delivery could be divorced from the unseemly clamor surrounding the pits the "man in the street" would not have his attention attracted to speculation; and if he did, he would be compelled to study the merits of future trading in order to know anything about it, in which case he would learn that future trading performs a real service in transferring ownership of grain from producer to consumer at the lowest possible cost.

American inventive genius should be able to "beat the Dutch" in the application of electrical and mechanical devices for the meeting of offers to buy and sell.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the nine months prior to Oct. 1, 1912, amounted to 100,573,989 lbs., against 99,456,694 lbs. in this corresponding period of 1911.

Exports of rice during the nine months aggregated 4,206,937 lbs., against 30,127,805 lbs. for the corresponding period in the preceding year. Of foreign rice, rice flour, rice meal and broken rice, we re-exported during the nine months 25,730 lbs., against 16,571 lbs. prior to Oct. 1, 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

SUPPLEMENTAL REPORT ON Milling in Transit.

In an opinion on the "milling in transit" privilege, given Nov. 14, Charles C. McChord, a member of the Interstate Commerce Commission, declared that conditions imposed by the railroads on shippers of grain west of the Mississippi River and northwest of Chicago were "archaic, unreasonable, cumbersome and without justification."

The supplemental report of Commissioner McChord is regarded as significant because it appears to place the blame upon the railroads for general conditions existing under which the Russell-Miller Mfg. Co. of Minneapolis and North Dakota and Thomas E. Sands, general freight agent of the Soo line, were recently indicted by the federal grand jury at Minneapolis and bound over to the spring term of court, for alleged illegal rebating thru manipulation of milling in transit rules.

In the opinion of Mr. McChord, the milling in transit rules are a benefit to the shipper, when properly administered. He admits, however, that west of the Mississippi River and northwest of Chicago the rules that went into effect Aug. 15 have worked a hardship upon the shipper. The reason for this, he attributes to the fact that in the northwest there is no inspection bureau and shippers in that territory are forced to make out separate reports for each of the railroads over which they ship their grain. Lack of uniformity in the milling in transit regulations of the several railroads forces one miller to make out approximately 60 reports daily, the commissioner said. The establishment of an efficient inspection bureau in that territory, for policing the transit tonnage, would necessitate but one report daily. He contended that daily reports are essential if transit houses are to be accorded the transit privilege. West of the Mississippi, an inspection bureau has been in existence for a number of years, but its operation is encumbered by so many diversified rules of particular carriers and so complex a system of reporting, frequently differing with each line, that the policing of transit tonnage is an absolute hardship on the shipper.

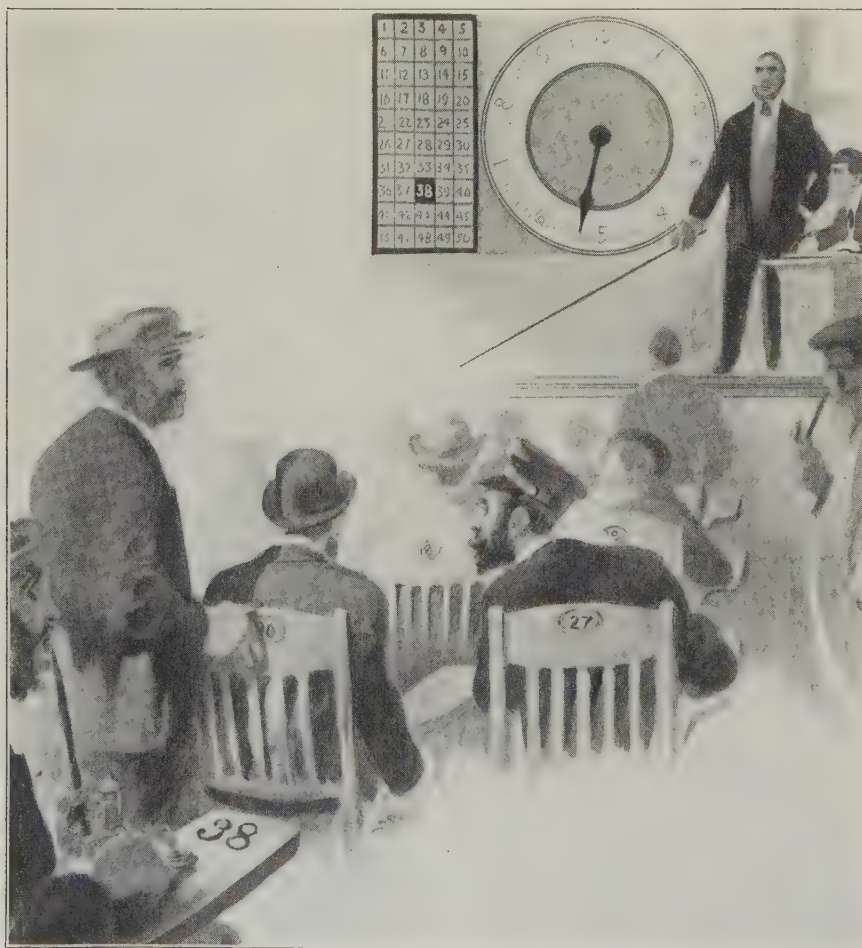
In justification of the daily report to the inspection bureau, that the transit tonnage may be watchfully scrutinized, Commissioner McChord said:

"Instances arise in which a transit house receives or ships several kinds of grain—say wheat, corn and oats—but the transit privilege applies only to wheat. In such cases no report is necessary as to the corn and oats, but is essential as to all wheat, whether transit or non-transit, handled through the house. In other words, the daily report need cover only the commodity or commodities upon which a transit privilege is granted, but, as to those commodities, must include both the transit and non-transit.

"Again, on days when the transit house receives or ships no grain of a kind upon which transit is accorded, and the report would be but a duplicate of that made for the preceding day, it will be sufficient if the report merely state that fact. To this extent our previous order is modified.

"Deduction for Drying.—Complaint has been made that our order required that too great a percentage be deducted to cover the loss incident to the drying of corn. The order makes no final arbitrary deduction but specifically provides that the actual out-turn of the grain shall be credited to the miller in his transit account not less than four times a year, quarterly, leaving it optional with the miller and the carrier, to make the actual balance monthly, weekly or daily, as the exigencies of the particular case may require.

"Nothing was said in the order in connection with the drying of wheat. It appears that some wheat is of such a character that it is necessary to subject it to a drying process, thereby entailing a loss in weight. This loss can be taken care of



Trading in Eggs by Electrical Auctioneer.

by making the proper deductions at the time of balancing the tonnage account, not less than four times a year, quarterly.

"Cleaning in Transit.—Where, after cleaning and the removal of screenings, grain that has become mixed as in planting or harvesting, is put thru a separating process, it was found that the policing authority could ascertain from the records the actual result of the separation and could credit the grains as separated against the representative billing permitting shipments to move out properly described.

"Substitution not to Impair Integrity of Thru Rate.—Complaint has been made that subsection (b) of rule 14 of Central Freight Ass'n transit circular can be so applied as to permit the manipulation of expense bills. Subsection (b) is as follows:

It is not expected that the identity of each carload of grain or grain products can or will be preserved in the process of milling, but it is not permissible to make any substitution that impairs the integrity of the thru rate; substitution, however, is not accomplished under this rule when grain or grain products are mixed or blended at the transit point for milling or grading purposes and in-bound billing covering carloads of the grain entering into the blend is surrendered in the same ratio as was observed in the blending, and the thru rate (subject to rule 10) applied from the point of origin shown on the in-bound billing surrendered to destination of the grain products.

"To illustrate: Ten cars of wheat may be shipped from three different rate territories (say six cars of spring wheat from the Dakotas, two cars of hard wheat from Kansas and two cars of soft winter wheat from Illinois), mixed or blended, and may be forwarded in full carloads at the thru rate lawfully applicable from point of origin of the wheat shown by corresponding in-bound billing surrendered as provided in rule 12, it being understood that in the selection of in-bound billing to match against out-bound shipments, shippers, millers, or maltsters, will select six Dakota, two Kansas and two Illinois representative in-bound bills and not select ten in-bound bills from the lowest rate territory.

"Probably the most serious question raised by the order relates to what is known as the division of the product in the milling of grain. Certain mills have been shipping out flour on wheat pound for pound. This necessarily involves a substitution at the mills and the practice was prohibited. The individual respondents are now requiring the maintenance of the proper ratio of product to in-bound grain for their separate lines of railway."

More flaxseed will be used by the American Linseed Co. during the coming year than ever before, says R. H. Adams, pres. of the company in his report on the past year's business, Nov. 15. Business was increased 20 per cent during the past year and overhead expenses were reduced \$40,000. Losses incurred were caused largely by a shrinkage in weight of flaxseed thru the excessive moisture, which the seed contained, a condition unknown in previous years. The loss occasioned by this one item was estimated at \$306,229.

AN UP-TO-DATE QUOTATION BOARD.

The progress which is being made in methods of handling all other branches of office work has been slow to revolutionize methods of posting the quotations in brokers' offices. Too many brokers have been content with some small improvement in the ordinary blackboard, as to its design or painting rather than consider any radical step forward, hence no important progress in this direction was made until the recent invention by G. A. Schweizer of a quotation board with its figures neatly printed on cards.

The desirability of having figures of approved shape uniformly printed has appealed to everyone who has studied the question of posting quotations to make them most legible to persons near-sighted or seated at the far end of a room; but it remained for the inventor of this board to work out a practical means of using such cards. In this he was assisted by his long experience as a manufacturer of special cabinet work and the equipment of high-class office interiors.

As shown in Fig. 1, herewith, the board is conveniently made up of a plurality of strips which extend from end to end of the board and are tongued and grooved so as to be matched in the manner of flooring. When thus constructed each section is provided at one margin with a groove and at its other margin with a tongue, and the recesses may be conveniently formed by beveling the strips, which constitute the rear walls of the pockets, near their upper edges. This manner of making up the board from the long strips enables the cut away or recessed portions of the pockets to be readily and economically produced. The construction also admits of indefinite expansion of the board. In practice, the strips may be nailed to vertical members extending from top to bottom of the board, when the board is to be supported away from a wall or like support.

The vertical row of end spaces or pockets at the left hand end of the board may be appropriated to cards bearing thereon the words "Close" "Open" "High" "Low" and "Last" and one of the pockets may be appropriated to an additional card bearing the legend "X. Div.," indicating that quotations posted that day have the last dividend deducted. It is convenient to appropriate the second horizontal row of pockets from the top of the board to cards bearing the names of the grain or stocks listed thereon. In the upper row of pockets above those appropriated to the cards bearing the names of the stocks or the

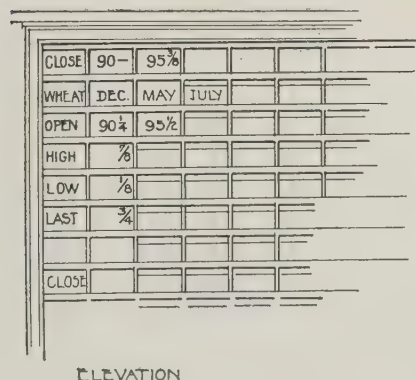
like, cards are inserted to indicate the closing prices of the commodity or stock the previous day, and the pockets immediately below the pockets containing the cards bearing the names of the stocks are appropriated to cards which indicate the opening price of stock, the high price, the low price, and the last or present price. The cards bearing the last or present price will be the principal cards that are handled as the information comes from the ticker and the "Close" and "Open" cards being, of course, permanent for a day's session, and the "High" and "Low" cards being subject to change by the fluctuation of the market. It will thus be seen that each stock, for the usual announcements, requires only six pockets or divisions of the board, and these divisions are located so closely adjacent to the name of the stock as to facilitate accurate reading of the day's history of a stock. The cards which carry the prices of the stock are made of dimensions to fill substantially the pockets or spaces, with the price figures near one end thereof, so that the fractional cards, to denote fractional prices, may be applied over the blank ends of the cards when in a pocket, as indicated in Fig. 1.

It will be apparent that the board is very compact as compared to the blackboard ordinarily employed, so that a large number of stocks may be handled on a relatively small board without the use of a ladder. The medium-sized board in Finley Barrel & Co.'s office accommodates 204 different stocks and options, whereas only 100 are quoted in most brokerage offices.

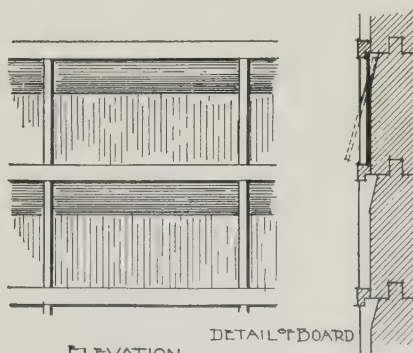
Fig. 2, an enlarged face view of a fragment of the board, and Fig. 3, a sectional detail taken transversely thru the strips which make up the board, show clearly how easily the cards are inserted and removed from the pockets. A light pressure on the upper part of a card throws out that card into the hand of the marker, who, instead of scattering chalk-dust in the vicinity of the board, wears a belt carrying a supply of the necessary fractional cards to insert as indicated to him by reading the ticker tape, hearing the Morse instrument or the voice of a caller. Whole numbers are kept in a rack at the foot of the board; and the operator substituting the latest quotation returns the fraction to his belt.

These first improved wood quotation boards to be seen in a Chicago office has just been set up in the new and handsome quarters occupied by Finley Barrell & Co. in the Rookery Bldg. Here the board is placed in a position to serve customers, order clerks, operators and others whose work requires instant knowledge of the latest quotations. Altho a great improvement from the standpoint of the patrons of the office, this new board actually costs less in the maintenance of a brokerage office in point of overhead expense. It is made of any lumber or finish to correspond in appearance or size with the other office appointments. Additional information regarding this board will be given readers of the Journal by the inventor and manufacturer, G. A. Schweizer.

Sisseton, S. D., has handled 500,000 bus. of grain in its elevators this season. Ten elevators and a flour mill of 110 barrels daily capacity are always filled and a special train is run daily from Sisseton to Minneapolis, including Sundays, to carry away the surplus grain.



ELEVATION



ELEVATION

DETAIL OF BOARD

Fig. 1—Corner of Quotation Board. Fig. 2, Enlarged Fragment, and Fig. 3, Sectional Detail of Quotation Board.

Grain Trade News

ARKANSAS.

Pine Bluffs, Ark.—Needing additional storage at once but desiring to erect a substantial elvtr., the Westbrook Grain & Commission Co. has erected a 75,000-bu. balloon frame house, the walls being used as the inside forms for the pouring of concrete walls. One or two bins are constructed in this way at a time, the rest of the house being used for regular storage at the same time.

ARIZONA.

Phoenix, Ariz.—Jos. T. Trotter has opened an office in the Ellis Bldg. and will conduct a grain, hay and live stock commission business.

Phoenix, Ariz.—The Zona-Alfa Warehouse Co., incorporated to store grain, seeds, hay, etc., and to deal in real estate; capital stock \$50,000; incorporators K. S. Townsend, Mason D. Novinger and A. W. Costigan.

CALIFORNIA.

Burbank, Cal.—The Burbank Mfg. Alfalfa Co. has been organized by farmers in this vicinity for the purpose of building an alfalfa mill.

CANADA.

Kerrobert, Sask.—The H. L. Grain Co., Ltd., is now occupying its new quarters at this station.

Regina, Sask.—The Regina Grain Co., Ltd., has been incorporated with headquarters in this city.

Perdue, Sask.—The elvtr. of the Maple Leaf Mfg. Co., containing only 8,000 bus. of grain, burned to the ground Nov. 9. Two empty box cars were also consumed.

Saskatoon, Sask.—The new warehouse and elvtr. of the Early Grain Co., now under construction at this station, will be 3 stories high with full basement and will cost \$25,000.

Victoria, B. C.—The C. P. Ry. Co. has announced that it will build a small elvtr. on the No. 2 wharf, in order to give the question of the advisability of establishing a terminal elvtr. in this city a fair trial.

Winnipeg, Man.—Fred W. Green, sec'y of the Sask. Grain-Growers Ass'n, has been appointed by the Grain Commission as inspector of the country elvtrs. in the Moose Jaw district; Chas. Brown, formerly mgr. of the Farmers Elvtr. at Holland, will inspect in the Saskatoon district, and A. F. Campbell, formerly sec'y of the grain commission, will do the same for the Manitoba district, with headquarters in this city.

Swan Lake, Man.—Jerome Oscar Von Mal, youngest son of H. Von Mal, while playing with other children in the elvtr., slipped and fell against the shaft. His sweater coat was caught by the machinery and in spite of the efforts of his playmates to pull him away, he was whirled around the swiftly revolving shaft for five minutes before help came. He was unconscious when released and died in his mother's arms a few moments after he was carried to his home.

Winnipeg, Man.—The question of reciprocal demurrage was discussed at the recent meeting before the Railway Commission, being introduced by D. D. Campbell, who is the shippers agt. appointed by the Dominion government to look after the interests of shippers. Mr. Campbell requested the commission to grant an order obliging the railroads to pay the same demurrage for delays in transit as they charged the shipper for loading delays, the

rate being \$1 per day. He contended that the roads ought to be obliged to move each grain car 100 miles a day and be allowed 24 hours to place the car for unloading and that they should pay any delays in excess of that time at the rate of \$1 a day, since grain is far more liable to deterioration thru delay than box cars. He cited a case that occurred last spring when a car was delayed from April 13 to June 29. He said: "When loaded the contents were graded extra No. 1 feed, the grain was unloaded as condemned, heated. If permitted, I could give scores of parallel cases. Why should not the railway companies be as responsible to shippers for delays in the forwarding of grain as shippers are responsible to the companies for delays in loading it?"

Winnipeg, Man.—At the recent conference before the Railway Commission in this city, members of the Dominion Grain Commission, representatives of the Grain Exchange, leading millers and prominent members of the grain trade from Ft. William and other shipping points, and officials of the various railroads engaged in a lively debate over the advisability of establishing sample markets in the northwest. W. B. Lanigan, assistant freight traffic mgr. for the Can. Pac., stated that if a sample market was established in 1913 it would result in the greatest congestion of traffic that Canada had ever experienced. Dr. Magill of the grain commission, however, said the Grain Commission had made inquiry into the subject and had come to the conclusion that there was no reason why the sample market should not be established in the fall of 1913. The transportation facilities were the crux of the situation and these were to a large extent subject to the supervision of the Railway Commission. Speaking of the grading system, Dr. Magill made the interesting statement that there were over 500 possible grades for Canadian grain and that over 200 of these had been in use this year in sales. The use of these grades caused a loss of 13% in the drying facilities at the head of the lakes. Reference was made to the loss sustained by producers through the operation of the present system. Andrew Kelly, pres. of the Grain Exchange, reported that the exchange had completed plans for the erection of a new building that would adequately take care of a sample market and said that the establishment of a sample market was the only way in which the producer could get full value for his wheat. It was also advocated that the establishment of such a market would not affect the time that cars were held in this city. According to Dr. Magill he had in his possession a list of 160 cars that had been shipped from Alberta points and had been on the road from 40 to 160 days before they had reached their destination. He believed that he could find several hundred additional instances. Chairman Drayton said that he had heard of cars being lost en route for three months. An order in the council has been passed by the Ottawa cabinet sanctioning the establishment of a sample grain market in Winnipeg. This was called for by the Grain Act which was passed last year and which at the same time established the grain commission. It is expected that work will be started soon on the addition to the Grain Exchange where the new sample market will be housed, but the work will hardly be completed for a year.

COLORADO.

Fort Lupton (R. R. name Lupton), Colo.—The plant of the Fort Lupton Mill & Elvtr. Co. burned to the ground at 8 p. m., Nov. 12; loss \$10,000; partially covered by insurance.

IDAHO.

Meridian, Ida.—The plant of the Pioneer Grain & Elvtr. Co. at this station is not in operation at present; but is still owned by that company.—M. F. Williams.

ILLINOIS.

Lenzburg, Ill.—I bot the elvtr. of Wm. Heap on Nov. 4.—Wm. Huth.

Waukegan, Ill.—The Corn Products Co. will enlarge and greatly improve its plant at this point.

Middletown, Ill.—Joseph Dawson is the new bookkeeper at the elvtr. of the Farmers Elvtr. Co.

Prophetstown, Ill.—J. E. Frary & Son have recently built a corn crib and have fixed up their sign.

Cairo, Ill.—Geo. Hudson of Charleston, is now mgr. of the new branch of the Brown-DeField Grain Co. in this city.

Fulton, Ill.—A. R. Hoskin of Cedar Rapids, agt. for E. A. Brown, at this station, opened the elvtr. for business Nov. 20.

Springerton, Ill.—The elvtr. of C. R. Barton & Son has been idle this season. A. C. Cushman is mgr. of the elvtr. of W. C. Smith.—T. S. B.

Clifton, Ill.—The safe in the elvtr. of the R. F. Cummings Grain Co. was recently blown open by burglars, but no money was found.

Sidney, Ill.—Frank Scott has traded his elvtr. and coal business to S. A. Long of Knox, Ind., in exchange for 160 acres of land valued at \$30,000.

Allendale, Ill.—John Halsen has retired from our firm, selling his interests to J. Halsen and myself.—L. A. Kemp of Allendale Mill & Elvtr. Co.

Ashkum, Ill.—Robt. Shinker, formerly with the E. D. Risser Grain Co., at Ludlow, has accepted the position of bookkeeper for the Farmers Elvtr. Co.

De Kalb, Ill.—The DeKalb Cereal Co. has let contract for a 40x70 ft. brick building, 3 stories high, to be used as an addition to its present plant.

Quincy, Ill.—The Midland Distillery Co. will be incorporated here at an early date by Theo. Rendlen, E. M. Mayer and A. Padavic, with a capital stock of \$20,000.

El Paso, Ill.—We are installing moisture testers in all of our elvtrs. besides sending samples of all shipments to the government station at Decatur.—F. S. Larison.

Granville, Ill.—Surface & Packingham, incorporated to deal in grains; capital stock \$2,500; incorporators F. F. Packingham, Harry E. Surface and Geo. W. Hunt.

Patton sta., Mt. Carmel p. o., Ill.—The name of the firm buying our elvtr. at this station is Dorney, Storckman & Schucklen.—L. A. Kemp of Allendale Mill & Elvtr. Co.

New Berlin, Ill.—Twist, Lewis & Co. have spent \$4,000 in improvements at their elvtr. installing a new steam plant, in a concrete room and an ear corn crib attachment.

Mattoon, Ill.—The contract for a new elvtr. to replace the one burned Oct. 25, will be let within the next few days by the Farmers Elvtr. Co., the plans having been accepted.

Ogden, Ill.—Earl Saddler has succeeded A. E. White as mgr. for the Zorn Grain Co. Mr. Saddler was formerly employed at the recently burned Rumpler Elvtr. of the same company.

Lawndale, Ill.—Thos. L. Hoskins, agt. of the Lincoln Grain Co., died Nov. 12 of apoplexy after an illness of only 6 hours. He was 60 years old and was well known to the grain trade in this section.

Sadorus, Ill.—John Wesley Wilson, employed at the elvtr. of Delong Bros., received a severe scalp wound Nov. 14, when a 400-lb. hog fell from a hook and hit him, knocking his head against a post.

Freeport, Ill.—The H. A. Hillmer Co. has let contract to the Burrell Eng. & Constr. Co. for the remodeling of its elvtr. Electric power will be installed and new machinery put in thruout the house.

Scottsburg, Ill.—E. E. Amos has bot the elvtr. of A. W. Ford, and will take possession at once, Mr. Ford having decided to give up the grain business as he has been elected chief clerk of the circuit court.

Kappa, Ill.—Adam Metzger had his hand caught in the sprocket wheel of the conveyor in my elvtr. at this station and fractured his finger. He was off duty for about a month.—F. S. Larison, El Paso.

Fogarty Siding, Broadwell p. o., Ill.—The recently organized Farmers Grain & Coal Co. has let contract to the Decatur Constr. Co. for an 18,000-bu. elvtr. to cost \$6,339, and to be completed in the next 60 days.

Adair, Ill.—Jack Turner, formerly mgr. of the elvtr. of Geo. C. Cole, will succeed Ed Raymond as mgr. of the Cole Elvtr. at this station Dec. 1, Mr. Raymond having been mentioned as mgr. for Warren Ford at Scottsburg.

Sadorus, Ill.—Frank Stewart, employed in the elvtr. of the American Hominy Co., was taken suddenly ill Nov. 15 while at work in the elvtr. and was taken home on a stretcher. He is reported better and expects to be at work in a few days.

Charleston, Ill.—Have been making extensive repairs on our elevator and have taken in but little new corn. The car scarcity on the Clover Leaf is so severe that we do not feel safe in selling any corn unless we have cars on hand.—Wyeth & Hardin.—S.

Mt. Pulaski, Ill.—Yeggmen who blew open the safe in the elvtr. of the Farmers Elvtr. Co., about midnight, Nov. 18, were sadly disappointed to find only an empty cash drawer and a pile of cancelled checks. No money is ever kept in the safe, and they had their trouble for their pains.

Waverly, Ill.—W. R. Turnbull is remodeling his elvtr. and building an addition which will increase the total capacity of the elvtr. to 30,000 bus. He is also installing a Union Iron Works Cleaner and Sheller of 1,500 bus. per hour capacity, Richardson Automatic Scale and a new self-regulating rope drive.

Ogden, Ill.—The new ironclad elvtr. of the Supple Grain Co. has been completed and is now ready for grain. It has a capacity of 20,000 bus. and will be used for the storage of shelled grain only, other grain being handled at the main elvtr. across the track. The company now has a total storage capacity of 120,000 bus.

Holder, Ill.—H. I. Stauffer, mgr. for J. W. Puett, painfully injured his hand while closing a car door. He did not see a nail which was behind the door and in closing the door the momentum pushed him with great force against the nail and tore a chunk about an inch square out of the fleshy part of his hand. At last reports he was expecting no serious results.—S.

Homer, Ill.—While endeavoring to clean out a clogged cob chute in his elvtr., Nov. 11, J. M. Current was severely hurt. An employe working with a pole at the bottom of the chute forced it up thru the cobs and as Mr. Current leaned over the chute, struck him just below the left eye, inflicting a wound that required 4 stitches to close. The eye is badly affected and it is feared that the sight may be lost.

Windsor, Ill.—Phil Deichman, employed in the elvtr. of the Windsor Grain Co., suffered an ugly compound fracture of both legs Nov. 5 while preparing to dump a load of corn. The door stuck and he kicked it loose, his left leg slipping into the opening. The loaded wagon dropped, plugging him down. The horses were urged forward, but before he could be taken out the wagon backed down on him again.

Garnes sta., Cherry Point p. o., Ill.—The elvtr. of the National Elvtr. Co., containing a small amount of grain, burned to the ground at 1:30 p. m., Nov. 19. It is believed that the fire started when a spark from an engine fell into the cob pile. W. Brock-Jones was hauling cobs from the cob house when his team was caught in the flames and one of the horses so badly burned that it had to be killed. The loss is placed at \$10,000.

Mortimer, R. F. D., Chrisman, Ill.—The elvtr. of the National Elvtr. Co., containing 22,000 bus. of corn burned at midnight Nov. 22. This is the third and last elvtr. in Mortimer to burn within 18 months.

Hayes, Ill.—While working in his father's elvtr. Nov. 17, Hugh, the 16-year-old son of James C. Roe, was severely injured. While cleaning out the elvtr. buckets his glove was caught by a cup and before the machinery could be stopped both bones of the arm between the shoulder and the elbow were crushed. His wrist, elbow and shoulder were uninjured, but the forearm was also badly cut and bruised. The boy was rushed to the hospital and every effort is being made to save the arm, altho the doctors are doubtful of doing so. At last reports the young man was getting along nicely.

Eastburn sta., Sheldon p. o., Ill.—The legality of a grain sale made by telephone is being tested in the case of A. M. Eastburn & Co. against James Eastburn, a nephew of the senior member of the firm. It is alleged that the defendant called up the grain firm by phone and made a contract to sell 2,900 bus. of corn at 51c per bu. on June 24, 1911. The plaintiffs allege that they at once sold the corn, which was to be delivered within 30 days, to the Cleveland Grain Co., and that the defendant failed to deliver the corn, altho he delivered some oats which were contracted for at the same time by phone.

Woodstock, Ill.—A few months ago John Daly, an Italian, moved on to a farm near this city and made it a point to be present at every farm sale held in the vicinity, where he would bid on all the grain offered and secure it by outbidding competitors. He would pay part of the price down and give his note for the balance, claiming that he was temporarily short of funds. A few days ago two Italians were arrested in Chicago and it was ascertained that they were confederates of Daly's and disposed of his grain in the city. When the farmers looked for him they found that like the proverbial Arab, he had folded his tent and silently stolen away, leaving no trace of his destination.

Mazon, Ill.—The Farmers Elvtr. Co. of this station has won its suit against the C. C. & St. L. Ry. Co. for an injunction restraining the railroad company from removing the switch of the elvtr. company or discriminating against it in the matter of cars. The suit has been carried thru three courts having first been won by the elvtr. people in the circuit courts of Grundy County. The railroad and warehouse commission to whom the railroad appealed the decision also decided in favor of the farmers and they have now won the final decision, from the circuit court at Springfield to which the railroad company appealed as a last resort. The suit is the outcome of a fight between the carrier and the farmers, the carrier refusing to lay a switch or furnish cars to the elvtr. The farmers laid their own switch and the railroad company promptly tore it up, but the farmers relaid it and started suit.

La Hogue, Ill.—The Farmers Elvtr. Co. is said to have lost \$8,000 in the last four years thru the inexperience of Mgr. S. L. Zea, in buying grain. Mr. Zea has resigned and J. E. Stanter will succeed him. Mr. Zea has confessed to a shortage of \$4,025 and has made restitution by deeding over his property and paying \$2,025 in cash. This loss is in addition to the \$8,000 mentioned above and is the result of secret speculations of the mgr. He bot corn and paid the top prices. He graded the corn high and it failed to make the same grade on the Chicago and eastern market. The result was that he lost from 1 to 2c per bu. on most of the corn bot a year ago. In an effort to recuperate his losses he bought 10,000 bus. of grain on the board, making no record of the transaction in the books of his company. The market went wrong for him and he lost \$1,707. To cover this loss he plunged again, and again got on the wrong side of the market. He kept trying to make good his losses until he was in \$4,025 on the deals.

CHICAGO NOTES.

The reduction of the penalty on No. 3 corn from 5c to 2c is being discussed by some members of the Board of Trade.

Seventeen new members were added to the roll of the Board of Trade Mutual Benefit Ass'n Nov. 14, the benefit now being valued at \$3,050.65.

The first car of new No. 3 yellow corn arriving here was sold by us for 56c per bu. or 6c more than was stated in these columns in the Nov. 10 issue.—J. H. Dole & Co.

Smoke from a flashlight powder drifting into the smoking room of the Board of Trade, Nov. 11, caused a slight fire scare and incidentally gave new life to the new building proposition.

CHICAGO CALLERS: C. Bunnell, Waukegan, Ind.; C. A. McCotter, Sec'y Grain Dealers Mutual Fire Insurance Co., Indianapolis, Ind.; J. J. Fitzgerald, Sioux Falls, mgr. of Grain Dealers Mutual Fire Insurance Co., Sioux Falls, S. D.

The Board of Trade Bowling League has been formed by teams from Bartlett, Frazier Co., Finley Barrell & Co., Fay & Co., Harris, Winthrop & Co., Lamson Bros. & Co., Chas. Sincere & Co., E. W. Wagner & Co., and A. J. White & Co.

Walter E. Frazier, at one time a wealthy board of trade operator, was found Nov. 12 at the point of death in the hay loft of a livery barn in which he has been employed for the last 5 years as a hostler. "Old Frazier" as he was familiarly known on 'change is penniless and will be cared for at the county infirmary.

Application for membership in the Board of Trade has been made by Warren W. Watson, Peter Fortune, Robt. E. Senderling, Fred H. Burrow, Frank E. White and Wm. A. Bachman. Members admitted are Jess Briegel, Gus K. Worms, Chas. G. Fox, Thomas H. Foster, Wm. A. Hutton and James S. Bockock. The memberships of Julius Schwabacker, Leander M. Locke, Henry G. Vogel, W. S. Agar and Henry J. Aaron have been posted for transfer. Memberships are quoted at \$2,300 net to buyer.

All new corn is now inspected by moisture test at Chicago as soon as the cars arrive in the yards. With the recent addition of ten new moisture testers, the State Grain Inspection Dep't has twelve moisture testers at its disposal and can determine the moisture content of 72 samples of corn from as many cars at one time. A total of approximately 1,152 cars can be tested in an eight-hour day. Corn is grading No. 4, on an average, according to E. T. Feller, who is in charge of the testing department. The moisture content varies from 19 to 22 per cent. Last year, the two testing machines were used only for reinspection work and a fee of \$1 a car was charged. No charge is made for the service now and all corn is tested whether the receiver desires it or not.

Wm. J. Pope, a pioneer grain merchant of this city and one of the oldest members of the Board of Trade, died from spinal sclerosis, Nov. 21, at the age of 76. Mr. Pope was born in New Jersey, but was educated in Ontario and came to Chicago from Canada in 1856, securing employment with Davis Sayer & Co. In 1862 he became identified with Sherman, Hall & Pope and in 1870 formed the house of Pope & Davis, which later became Pope & Lewis, and Pope & Eckhardt Co. He was a member of the Board of Trade for 50 years and has been identified with all the prominent movements of the trade during that time. He was also a member of the National Board of Trade for 25 years, and has served as a director in both ass'ns. He retired from active business in 1909. The funeral was held at 1:45 p. m. Nov. 23, at the home of his only daughter, Mrs. A. C. Magnus, at Winnetka, and was attended by many of his friends and former business associates on the board. A man of high attainments, a brilliant conversationalist and a thoro grain merchant, he will be sadly missed by those who have been fortunate enough to be numbered among his friends and acquaintances.

F. W. Loomis, sec'y of the Edward & Loomis Co., and a prominent member of the grain and hay trade of the city, died Nov. 24, after a three months illness from kidney trouble. Mr. Loomis came to Chicago from Ashtabula, O. in 1893 and established the firm of Loomis & Edwards. He was 46 years old and is survived by his widow.

A reduction of from 10 to 15c will be made in the inspection fees by the Illinois State Grain Inspection Dept., effective Dec. 1. New fees will be: In inspection 35c per car load, 10c per wagon load, 40c per 1,000 bus. from boats and $\frac{1}{4}$ c per bu. from bags. Out inspection 40c per 1,000 bus., 10c per wagon load. The old prices have been in force since Nov. 19, 1909, when the order of the Railroad and Warehouse Commission changing from "track" to "office" inspection went into effect. Chief Inspector Cowen said: "The grain trade acquiesced in the advance with the understanding that the fees were to be reduced as soon as the financial condition of the dept. would justify. The advanced fees have proven entirely sufficient for the maintenance of the dept. and the liquidation of the heavy expenses necessarily incurred in changing it from one system to another. These extraordinary expenses are now no longer a burden, and a cash surplus of approximately \$100,000 has been accumulated. During the months of August, September and October, 1912, the earnings showed a surplus of \$20,273.96 over and above expenses." The official financial statement of the Inspection Dept. from July 1, 1911, to Nov. 1, 1912, is as follows: Cash remitted to State Treasurer July 1, 1911, to Nov. 1, 1912, \$258,174.52; cash in bank, Nov. 1, 1912, \$22,561.75; uncollected earnings, Nov. 1, 1912, \$19,658.22; total, \$300,294.49. Expenditures July 1, 1911, to Nov. 1, 1912, \$212,099.22; balance, \$88,295.27.

PEORIA LETTER.

W. T. Reyburn recently bot the Board of Trade membership certificate of A. B. F. Johnson and has been admitted.

G. H. Belsterling has been appointed by the state superintendents' Ass'n to conduct the cooping of cars at this market.

Officials of C. B. Munday & Co. recently visited this city with the view of looking it over for a suitable site for a new plant. The river would give them a new means of shipping their products.

The Board of Trade has installed two additional U. S. moisture testers, doubling the capacity of the laboratory. Each tester will take care of 6 cars of corn at a time and all corn shipped to this market will be subjected to the test hereafter.

Maggie Patrovich and Louise Boinna, two Hungarian women are charged with entering loaded cars of grain and carrying away large quantities. They have been in the habit of sweeping out empty grain cars and carrying away the sweepings, but of late they have grown bolder with the above result.

John Yale Mills, members of Mills Bros., died Nov. 10, after a lingering illness of over a year's duration. Pres. Felton appointed a com'te of eight members from the board to attend the funeral. Mr. Mills was 70 years old and had been a member of the exchange for 30 years, retiring from active business three years ago.

Receipts of grain at Peoria during October included 121,000 bus. of wheat, 1,155,189 of corn, 831,332 of oats, 476,600 of barley and 75,600 bus. of rye; compared with 95,000 bus. of wheat, 1,151,254 of corn, 357,900 of oats, 402,400 of barley and 22,000 of rye received during October, 1911. Shipments for the month included 68,141 bus. of wheat, 652,667 of corn, 1,285,147 of oats, 160,152 of barley and 50,320 bus. of rye; compared with 55,668 bus. of wheat, 680,492 of corn, 714,170 of oats, 129,323 of barley and 7,600 bus. of rye shipped during October, 1911.—John R. Lofgren, sec'y Board of Trade.

INDIANA.

Kirklin, Ind.—The recently incorporated Kirklin Grain Co. has bot the elvtr. of the Banner Mlg. Co., paying \$13,500.

New Castle, Ind.—Alma Morris, former mgr. of the elvtr. of the New Castle Elvtr. Co. has bot the elvtr. and is now in charge.

Lochiel, R. D. Fowler, Ind.—We are installing a 1,000-bu. U. S. Grain Cleaner in our elvtr.—J. A. Stone, mgr. Farmers Elvtr. Co.

Newberry, Ind.—We are building a 12,000-bu. elvtr. on the C. & E. I. R. R. and expect to get into the grain business at once.—M. E. Hindman.

Frankfort, Ind.—H. C. Clark and Chas. A. Stevenson have bot the elvtr. of the Hirsch Bros. Grain Co., paying \$16,000. Possession will be given at once.

A joint meeting of the Indiana Grain Dealers Ass'n and the Indiana Millers Ass'n will be held in the Board of Trade Bldg., Indianapolis, Jan. 21 and 22, 1913. A prize grain contest will be held at the same time.

Millville, Ind.—Will and Ed Wisehart are building an elvtr. on the site of the elvtr. of Geo. T. Bowen which burned Sept. 20, having bot the property of Mr. Bowen who has gone into business at Kennard, after two fires in five years at this station.

Pence, Ind.—While attempting to clean out a clogged loading spout at the elvtr. of F. R. Pence, Nov. 9, Alva Johnson was covered by a flood of oats and suffocated. He had been warned of the danger but ignored it. He leaves a wife and six children.

Pierceton, Ind.—Debolt & Niswonger of Savona, O., have leased the plant of the Pierceton Grain Co. with the option of buying it, taking possession Nov. 14. S. H. Clase, mgr. of the old company, resigned on account of throat and lung trouble.—C. G. Egly, Egly-Doan Elvtr. Co., Ft. Wayne.

INDIANAPOLIS LETTER.

Indianapolis, Ind.—L. L. Hill, formerly with Lamson Bros. & Co., of Chicago, is now with Frank Witt of this city.

Indianapolis, Ind.—The Grain Com'te of the Board of Trade at a meeting Nov. 14, recommended that members of the exchange have the fact printed on their stationery in accordance with the suggestion to that effect made by Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n.—Wm. H. Howard, sec'y Board of Trade.

Indianapolis, Ind.—We are completing an addition to our building, which will give us a floor space of 180x50 ft. with a basement 80x50 ft. to be used for the storage of feeding molasses and salt, while the main floor will be devoted to the storage of sacked feeds. We have also just closed a deal with the Quaker Oats Co. for the exclusive selling agency of the Daisy and Prize Winning Hen Feeds, and Daisy Dairy Feeds and have plans awaiting bids for a 150x60 ft. brick and concrete hay warehouse with a switch the entire length of the building. We will also build a barn for our teams and drays. The buildings are all equipped with modern sprinkler systems and are built as near fireproof as possible. Orville Witt, recently added to our sales force, is making a splendid showing, and after Dec. 1st, we will add another live wire to the sales force to work surrounding towns. There will be no change in the city force.—H. M. Rudeaux, Vice Pres. Merchants Hay & Grain Co.

IOWA.

Thor, Ia.—The Farmers Elvtr. Co. has installed a moisture tester.

New Sharon, Ia.—W. K. Neill has put a new electric motor in his elvtr.—J. J. F.

Primghar, Ia.—D. C. Peck has built a brick engine house and installed a new engine.

Castana, Ia.—W. R. Rock has succeeded J. H. Lenter as agt. of the Trans-Mississippi Grain Co.

Eldora, Ia.—John Barlow has bot the elvtr. that H. A. Schmitt purchased from Ed Davis last month.

Castana, Ia.—I have retired from the grain business.—G. H. Lenter, formerly agt. Trans-Mississippi Grain Co.

Sioux City, Ia.—The Western Grain Dealers Ass'n held a meeting at the New Hotel Martin in this city Nov. 15.

Hawarden, Ia.—The elvtr. of the Farmers Elvtr. Co. was partially destroyed by fire, but quick work saved the building.

Grundy Center, Ia.—Mr. Gladstone has bot the grain and coal business of C. L. Kinney, who will take an extended vacation.

Kingsley, Ia.—Miss Lena Flamme was seriously injured at the elvtr. recently when her dress was caught in some of the machinery.

Cedar Rapids, Ia.—I sold my brokerage and jobbing business to the Cedar Rapids Feed Co. last June and am not connected with the firm.—P. M. Smith.

Letts, Ia.—The elvtr. of Garrett Bros., containing several thousand bus. of wheat and oats, burned to the ground Nov. 6. Some insurance was carried.

Algona, Ia.—A. M. Jasperson has moved his elvtr. from the Milwaukee to the Northwestern tracks and will be ready for business within the next few days.

Liscomb, Ia.—The firm of Vorhes Bros., of Williams, having been dissolved, I have bot the business of F. C. Nichols at this station and am now in charge.—B. F. Vorhes.

Lamoni, Ia.—The Farmers Grain & Seed Co., incorporated; capital stock \$25,000; incorporators J. P. Haas, pres.; Eli Hayer, vice-pres.; Oliver Hayer, sec'y and W. A. Greenawalt, treas.

Center Point, Ia.—I purchased the half interest of J. F. Wormer in the firm of Wormer & Wormer last May and our firm is now Wormer & Dennis, J. W. Wormer and myself being the partners.—L. J. Dennis.

Sioux City, Ia.—The program com'te of the Farmers Grain Dealers Ass'n of Iowa held a meeting at the New Hotel Martin, Nov. 15, to arrange the program for the annual convention of the ass'n which will be held in this city during February.

Brushy sta., Williams p. o., Ia.—The elvtr. formerly belonging to Vorhes Bros. of Williams, will be operated in future by E. D. Vorhes, whose headquarters are at Webster City, the firm of Vorhes Bros. having been dissolved.—B. F. Vorhes, Liscomb.

Grinnell, Ia.—The contract for the new elvtr. of the Farmers Elvtr. Co. has been let to the Newell Constr. Co. and work has been started on the house. The company has bot an ear corn dump, elvtr., sheller and grinder and will also install an automatic scale.—H. A. B.

Davenport, Ia.—The David Rothschild Grain Co., affiliated with the National Maltng Co., has filed a voluntary petition in bankruptcy, alleging car shortage and the tightness of the money market as causes of the liquidation. The trustees hope to continue the business and make satisfactory arrangements with the creditors.

Knoxville, Ia.—Seth Way of Seth Way & Co. was seriously injured when he was thrown under a partially loaded coal wagon, while attempting to stop a runaway. A team, belonging to the firm, became frightened and started to run. Mr. Way seized the check rein but was unable to stop them. The wagon passed completely over him and it is feared he is internally injured.

Davenport, Ia.—The Western Flour Mills Co. will build a new 3 story office building and put in concrete work for additional grain tanks. The building will be 55x35 ft. and will be constructed entirely of concrete. The four tanks will have a concrete base 12 ft. high, and will be made of steel to the height of 50 ft. This will give the company a total of 12 tanks and an added capacity of 50,000 bus. The entire plant will be repainted.

KANSAS.

Turner, Kan.—I have sold out to W. A. Retigo.—A. F. Jasper.

Mayetta, Kan.—W. D. Kuhn has leased the elvtr. of R. L. Miller.

Concordia, Kan.—Farmers are organizing an elevator company at this station.

Mineral, Kan.—The Kelso Grain Co. has bot the feed store of Dewey & Jackson.

Woodruff, Kan.—John Hagerman is scoop shoveling here.—Minden Grain Co., Minden, Neb.

Valley Center, Kan.—Geo. Wetterhold has traded his alfalfa mill and elvtr. for land in Western Kansas.

Osborne, Kan.—The Farmers Union Cooperative Ass'n has bot the elvtr. of B. S. Dockstader, paying \$6,000.

Derry sta., Anthony p. o., Kan.—I have bot the elvtr. of the Kansas Flour Mills Co. at this station.—Emmett Berry, Bluff City.

Garden City, Kan.—The Otto Weiss Alfalfa Stock Food Co. of Wichita is considering the erection of a 50-ton per day alfalfa mill here.

Newton, Kan.—The Eagle Mlg. Co. has made application for a receiver in order to bring about a rearrangement of the affairs of the company.

Wichita, Kan.—S. H. Ranson, formerly of Andrews & Ranson, Fort Worth, Tex., has opened the Wichita office of the Empire Grain Co. of that city.

Brookville, Kan.—I have not sold my elvtr. but am not taking an active part in the business this season. My boy is working into my position.—W. F. Hinerman.

Wichita, Kan.—W. J. Stevens has returned from a six months sojourn in California. Mr. Stevens retired last year from active interest in the Stevens-Scott Grain Co.

Seneca, Kan.—E. M. Collins has bot the interests of his two partners, W. Thompson and T. Burberry, in the firm of Thompson, Burberry & Collins and will operate the elvtr. in future.

Coffeyville, Kan.—I will make my headquarters in this city in future and will conduct my hay and grain business here in my own name.—A. T. Ragon, formerly at Lenapah, Okla.

Topeka, Kan.—Chas. A. Geiger of Robinson has bot the business of the Topeka Grain & Elvtr. Co. and the three elvtrs. of M. W. Cardwell, pres. of that company, at Belvue, Rossville and Grantville. He will continue the office in the New England Bldg.

Wichita, Kan.—I have recently purchased a membership in the Board of Trade and have opened an office in the Board of Trade Bldg., which will be under the supervision and management of E. M. Flickinger. I shall retain my grain and other interests at Elmo and Carlton.—W. T. Hacker.

Wichita, Kan.—John W. Plunkett, mgr. of the Plunkett Grain & Commission Co., died suddenly at 12:30 p. m., Nov. 7. Mr. Plunkett was only 27 years old but had made an established reputation in the grain trade. He was formerly in business at Fort Worth and Oklahoma City, opening offices here in July, 1911. He is survived by his widow.

Lebo, Kan.—The elvtr. of J. M. Black burned Nov. 5, contained 3,000 bus. of corn and four cars of mill feed at the time of the fire. Altho his entire plant has been destroyed, Mr. Black will continue to buy corn, as his scales were not damaged and he has had a new floor put on them. He will commence the work of rebuilding as soon as possible. The total loss is placed at \$10,000, insurance \$8,500.

Marysville, Kan.—Twenty members of the Kansas Grain Dealers Ass'n held a meeting in this city Nov. 15. E. J. Smiley, sec'y, addressed those present, suggesting that the present grain inspection law be stricken out and urging them to support the grain inspection bill to be presented to the next legislature by the Ass'n. Among those present were F. L. Ferguson, S. J. Owens, L. A. Fuller, and O. C. Hess of Kansas City. R. N. S. Kerchem, Representative-elect from the 40th district, was also there.

KENTUCKY.

Louisville, Ky.—H. J. Flander, Jr., for a number of years general bookkeeper for A. Brandeis & Son, has resigned and gone into the grain business on his own account.

Sharpsburg, Ky.—The Sharpsburg Roller Mills, a 25,000-bu. elvtr. and two warehouses, burned at 11 p. m., Nov. 9; loss \$35,000, small insurance. The elvtr. contained 30,000 bus. of wheat which is also a total loss. The fire started on the 3d floor of the mill building from an unknown cause.

LOUISIANA.

NEW ORLEANS LETTER.

A Hess Drier will be installed at the Chalmette Elvtr. of the New Orleans Terminal Co. in addition to many other improvements now being made.

At a recent meeting the directors of the Board of Trade referred the uniform B/L law which recently received the indorsement of the Grain Dealers National Ass'n, to the freight and transportation com'te with power to act.

The active weighing of all grain passing thru the elvtrs. of the Texas Pacific Ry. Co. at Westwego, has been assumed by the Board of Trade Weighing Dept. and all elvtrs., both local and export, are under the supervision of the weighmaster of the exchange.

Members and employes of the Board of Trade presented Martin McEvoy, doorkeeper for the exchange since it opened in 1880, with a loving cup on the 80th anniversary of his birthday which he celebrated Nov. 10. Mr. McEvoy is well known to grain men who have visited this market, having been at his post for 32 years.

Receipts of grain at New Orleans during October included 1,953,000 bus. of wheat, 158,000 of corn and 312,000 of oats; compared with 4,000 bus. of wheat, 206,000 of corn and 166,000 of oats received during October, 1911. Shipments for the month included 2,134,284 bus. of wheat, 96,792 of corn, 210,563 of oats; compared with 123,169 bus. of wheat, 144,114 of corn and 1,859 of oats shipped during October, 1911.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md.—Geo. P. Cronise has been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—A scale of more advantageous insurance rates to apply on grain stored in the big concrete tanks adjacent to Elvtr. No. 3 of the Central Elvtr. Co. has been put into effect by an agreement between the elvtr. company and the insurance companies of the city.

MICHIGAN.

Brentcreek, Mich.—Brentcreek Elvtr. Co., incorporated; capital stock \$6,500.

McIvor, Mich.—The McIvor Elvtr. Co. will build a new elvtr. in the spring.

Detroit, Mich.—I am now mgr. of the Michigan Farmers Elvtr.—Geo. T. Darcy.

Lakeview, Mich.—The Lakeview Mlg. Co. will erect a new elvtr. in the early spring.

Midland, Mich.—We are not in the grain business at present.—Reardon Bros. Merc. Co.

Lowell, Mich.—L. P. Thomas & Co. contemplate building a bean drier at their plant.

Pontiac, Mich.—We have established our main office at this station.—The C. E. De Puy Co.

Vicksburg, Mich.—Burrell & Kulp have discontinued business at this station.—R. D. Jenkinson.

Leaton, Mich.—The Isabella Farmers Grain Co. has bot the elvtr. of the Independent Elvtr. Co.

Newport, Mich.—Louis Sanchi has succeeded me as mgr. for the Amendt Mlg. Co.—Geo. T. Darcy.

Bellaire, Mich.—The Bellaire Farm Products Co. is considering the erection of an elvtr. in the spring.

Elkton, Mich.—A farmers elvtr. company has been organized with a capital stock of \$30,000 to build an elvtr.

Buchanan, Mich.—The Pears-East Grain Co. will install a feed mill, grain drier, dump and new machinery in its elvtr.

Romeo, Mich.—The Romeo Elvtr. Co., incorporated; capital stock \$10,000; incorporators Wm. Gray, Jr., Jos. Bartholomew and Wm. Gray.

Detroit, Mich.—The copartnership of Ellair, Huston & Co. has been dissolved by the death of Mr. Ellair and I will continue the business alone.—C. R. Huston.

Hale, Mich.—We have bot the elvtr. of the Michigan Cereal Co. Members of our firm are Chas. Francis, Arthur Nerreter and H. J. Jacques.—Hale Elvtr. Co.

Butternut, Mich.—We are the successors of the Butternut Grain & Bean Co. and are now operating our new elvtr. equipped with modern machinery.—Banton & Kerr.

Owosso, Mich.—We have discontinued business at this station, having taken down our warehouse and moved it to our plant at Vernon.—Michigan Mlg. Co., Ann Arbor.

Port Huron, Mich.—The Grand Trunk Elvtr. Co. will improve its property with a 400-ft. wharf to cost \$10,000 according to Pres. John D. Menish, work to be started in the spring.

Cass City, Mich.—James Riffe injured his hand when he caught it in a roller at the elvtr. of the Cass City Grain Co. He was not seriously hurt and was able to work again in a few days.

Whiteville sta., Mt. Pleasant, Mich.—The Farmers Grain & Coal Co. has completed its 20,000-bu. ironclad elvtr. The house is 78 ft. high and is operated by a 50 h. p. gasoline engine. C. E. Otto is mgr.

Detroit, Mich.—New demurrage regulations providing for 24 hours to unload a car on team track, and after that the charge of \$1 a day for the first day, \$2 the second and so on up to \$5 a day, are being attempted by the railroads of Michigan. Shippers, however, are remonstrating and will hold a meeting in this city at an early date. They claim that the transportation companies are not required to pay a demurrage for not furnishing cars when they are needed and call the arrangement unfair.

MINNESOTA.

Browns Valley, Minn.—The elvtr. of the Cargill Elvtr. Co. has been closed for the season.

Ruthton, Minn.—Ashton & Gurley of Pipestone have opened their elvtr. and I am agt.—O. Hegstead.

Viola, Minn.—M. Manchester has bot the elvtr. formerly owned and operated by the late J. F. Thompson of Plainview.

Kennedy, Minn.—C. H. Nyberg has succeeded me as agt. of the Imperial Elvtr. Co.—C. H. Peterson, Milden, Sask.

Burchard, Minn.—Our elvtr. at this station has been closed for the season.—Jno. C. Hanson, agt. Western Elvtr. Co., Russell.

Glyndon, Minn.—A. J. Fitzsimmons has succeeded me as agt. of the Federal Elvtr. Co. I am out of the grain business at present.—J. K. Johnston.

Albert Lea, Minn.—The Speltz Grain & Coal Co., incorporated; capital stock \$25,000; incorporators, Theodore, Arthur, Louisa and Laura Speltz.

Benson, Minn.—I have succeeded Harry Argil as buyer for the Northwestern Elvtr. Co. I was formerly agt. of the Cargill Elvtr. Co. at Browns Valley; but that house is closed.—Nels Jensen.

Jasper, Minn.—I have bot the elvtr. and coal bins of the Heaton Grain Co., continuing the coal and grain business. Mr. Heaton will deal in live stock and attend to his auction business.—J. O. Alexander.

Kasson, Minn.—The elvtr. of the Farmers Elvtr. Co. is receiving a new roof.

Stillwater, Minn.—B. E. Beard has succeeded P. F. Stone as mgr. and treas. of the Stillwater Equity Market Co., Mr. Stone having resigned to accept a position with the Johnson Olason Grain Co. of Duluth.

Duluth, Minn.—The following were admitted to membership in the Board of Trade during October: B. F. Stone, E. P. Bacon and J. J. Quinn. Nels Olson has withdrawn from membership.—Chas. F. Macdonald, sec'y.

Porter, Minn.—In regard to the sale of the elvtr. of Miller & Miller as reported in this column Nov. 10, we would say that they sold a portable elvtr. to Nick Eilen of St. Leo, but they still own and operate their elvtr. here.—A. A. Knutson, mgr. Farmers Elvtr. Co.

Receipts of grain at Duluth during October included 21,534,682 bus. of wheat, no corn, 1,274,304 of oats, 3,701,040 of barley, and 343,214 bus. of rye; compared with 9,919,818 bus. of wheat, 18,686 of corn, 1,044,664 of oats, 2,017,571 of barley and 199,311 bus. of rye received during October, 1911. Shipments for the month included 17,258,611 bus. of wheat, no corn, 1,166,961 of oats, 3,195,383 of barley and 347,843 of rye; compared with 5,380,747 bus. of wheat, 30,765 of corn, 954,041 of oats, 1,449,302 of barley and 120,754 bus. of rye shipped during October, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

The Minneapolis Traffic Club has leased the 6th floor of the Kasota Bldg. for new club rooms.

The Quinn-Shepherdson Co. recently sold 20,000 bus. of corn for shipment to Hong Kong, China.

The offices of the Fraser-Smith Co. have been moved to larger quarters in the Flour Exchange Bldg.

The Huhn Elvtr. Co. is installing a drier in its elvtr. and will have it in operation within the next two weeks.

Three steel grain tanks with concrete footings will be erected by Geo. C. Christian & Co. at a cost of \$10,000.

The appeal of the members of the Chamber of Commerce to the State Tax Commission for the cancellation of the assessment of the city assessor on the memberships in the exchange, the value being placed at \$3,500, has been refused by the commission and if the members still refuse to pay the tax, the matter will be taken to the courts.

The incoming grain from the north helped to make a new high traffic record for one month at this market, October heading the list with 85,286 cars of freight handled. The G. N. brot in 11,155 cars of grain, the Milwaukee 7,927, the Soo 6,392, Nor. Pac. 6,153, Omaha 6,092 cars, the Minn. & St. L. 3,757, the Burlington 1,297, the Gt. W. 1,162, the Rock Island 1,108, and 879 cars of grain over the Chicago division of the Soo or former Wisconsin Central.

A slight explosion in the old J. B. Bassett mill property at 1:45 p. m., Nov. 9, started a fire that completely destroyed the building and threatened the plant of the Northwestern Consolidated Elvtr. Co. which was separated from the burning building by a heavy fire wall, the heat being so intense as to pass thru the wall and damage the interior of the other building to some extent. The burned building was used by the New Occident Mlg. Co. as a feed mill and contained a great quantity of screenings, the loss amounting to \$35,000. Atwood Stone Co. and W. P. Devereux Co. owned 650 tons of the screenings, which were fully insured. Fire broke out twice in the smoldering screenings on Nov. 13, but no damage resulted. The debris will be cleared away and the New Occident Co. will build on the site a \$150,000 plant with double the capacity of the old one as soon as the insurance is adjusted. The company carried \$17,500 insurance on the building.

MISSOURI.

Gorin, Mo.—J. A. Gunnell has bot the elvtr. of W. H. Perrine & Co. at this station.

Wheaton, Mo.—The elvtr. of the Neosho Mlg. Co. containing 1,000 bus. of wheat was recently struck by lightning and burned; loss partially covered by insurance.

Lamar, Mo.—I am buying and shipping grain in car lots from the different stations on the Frisco, Mo. Pac. and K. C. Sou. railroads with my office here.—J. W. Moran.

Mendon, Mo.—E. H. Whitham and myself have bot the elvtr. of W. H. Perrine & Co. and will operate under the name of the Rankin-Whitham Grain Co. We also own the elvtr. at Whitman sta., Triplett p. o.—Arch McGilvray.

Springfield, Mo.—The Baker Grain Co. has been made defendant in a suit brot for the cancellation of its charter on the ground that it has forfeited it by failing to list its property with the sec'y of state and to make the necessary reports.

KANSAS CITY LETTER.

We have succeeded the Hinds & Lint Grain Co.—S. P. Hinds, of the Hinds Grain Co.

The Armour Grain Co. has leased the Santa Fe Elvtr. "A" at Turner, Kan., and will operate under the name of the Neola Elvtr. Co. W. B. Lincoln and J. A. Theis will continue to manage the 1,000,000-bu. plant, the capacity of which may be enlarged at an early date.

The decision of the arbitration com'te of the Board of Trade in reference to the defaults by shorts on 50,000 bus. of September corn was modified by the appeals com'te, it ruling that the Missouri Grain Co. and B. C. Christopher & Co., who were caught short, must settle on the basis of 71c, the average price on Sept. 30, with an added penalty of 1c per bu., making the total settlement price 72c. The arbitration com'te has decreed that settlement be made at 73½c with a penalty of 5%, making the total 77½c, the com'te finding the average price of September corn on Sept. 30, regardless of the value of cash corn.

ST. LOUIS LETTER.

James P. Newell is being congratulated by members of the Merchants Exchange on his election to the office of public administrator.

J. H. Brooks of Vandalia, Ill., has opened an office in the Pierce Bldg. and will operate under the name of the Central Hay & Grain Co. R. R. Lott will be mgr. of this branch office.

The following have been admitted to membership in the Merchants Exchange: Ed. Schurmann, H. H. Savage, Julius Schuermann and W. T. Anderson. The following members have resigned: Chas. P. Cummings, Geo. F. Tower, Jr., Henry S. Potter, Edwin Wagner and Charles P. Burdeau.—Eugene Smith, sec'y.

The suspension of E. E. Felkel from the privileges of the Merchants Exchange for three months became effective Nov. 16, the directors of the exchange taking the action after the circuit court had refused Felkel an injunction preventing the enforcement of the suspension order. The court of appeals also refused to grant the injunction.

On Nov. 13, there was only one vacant office in the Chamber of Commerce Bldg., according to Pres. Bernet of the Merchants Exchange, who says that the building has not been so completely tenanted in the last 10 years. The building has been painted and renovated and a contract made under guarantee for the extermination of rats and roaches which have infested the building on account of the grain and food-stuffs handled there.

MONTANA.

Acton, Mont.—The Occident Elvtr. Co. is building a 40,000-bu. elvtr.

Sulphur Springs, no p. o., Mont.—The elvtr. of the Montana Elvtr. Co. has been completed.

Willow Creek, Mont.—The Oregon Building & Loan Ass'n has let contract for a 25,000-bu. elvtr.

Straw, Mont.—Farmers and the Fisher Mlg. Co. are building a 25,000-bu. elvtr. here.—Montana Elvtr. Co.

Lewiston, Mont.—T. L. Fleming of Decora, Ia., will build a line of elvtrs. along the Lewiston-Grass Range and Lewiston & Gt. Falls lines of the C. M. & P. S. R. R., making his headquarters and home here.

Billings, Mont.—The next meeting of the recently organized Montana Grain Dealers Ass'n will be held in Helena, Dec. 7. This will be in reality the first meeting of the ass'n as the one held in Great Falls, Oct. 5, was merely a preliminary to get matters lined up.—G. M. Porter, sec'y.

Judith Gap, Mont.—The advantage of an elvtr. at this station has been fully demonstrated by the Farmers Elvtr. Co. which reported at a recent meeting that grain is being brot to this station and handled by the elvtr. at about 1c for handling charges whereas last year it was bot on a 13c margin.

NEBRASKA.

Milligan, Neb.—I am agt. for the Lincoln Grain Co.—W. D. Russell.

Osceola, Neb.—I am now mgr. for James Bell & Son.—Jos. Anderson.

Unadilla, Neb.—I am now agt. for the Duff Grain Co.—Chas. Howe.

Ingham, Neb.—I have succeeded F. H. Woodgate.—L. A. Chamberlin.

Nora, Neb.—I am now mgr. of the Nora Grain & Coal Co.—F. J. Stanley.

Campbell, Neb.—I am now agt. for the C. Koehler Co.—F. F. Crawford.

Hildreth, Neb.—I am now mgr. of the Duff Grain Co.—Perry McCombs.

Willow Island, Neb.—I am now mgr. of Platte Grain Co.—J. H. Jungeren.

Surprise, Neb.—I am now agt. for the Urdike Grain Co.—W. F. Sheppard.

Blue Hill, Neb.—I am now mgr. of the Farmers Grain & Stock Co.—A. Sien.

Rulo, Neb.—J. J. Shannon has succeeded J. A. Osborne.—Central Granaries Co.

Bertrand, Neb.—Ed Bailey is now agt. for C. B. Seldomridge.—W. M. Bruce.

Chalco, Neb.—Robert Orr is now agt. for the Duff Grain Co.—Chalco Elvtr. Co.

Wyoming, Neb.—The elvtr. of the Bartling Grain Co. is closed.—D. C. West.

Tobias, Neb.—I am now agt. for the W. T. Barstow Grain Co.—M. J. Daily.

Perry sta., McCook p. o., Neb.—I am now agt. for Frank Real & Co.—B. Q. Jones.

St. Marys, Neb.—I am now agt. for the Lincoln Grain Co.—W. W. Kirkpatrick.

Paxton, Neb.—I am now agt. for the Trans-Mississippi Grain Co.—J. H. Fowler.

Gordon, Neb.—I am now agt. for the Nye Schneider Fowler Co.—Ray A. Van Doun.

Rushville, Neb.—I am now agt. for the Nye-Schneider-Fowler Co.—Chas. Phillips.

Uehling, Neb.—I am now mgr. for the Holmquist Grain & Lbr. Co.—F. O. Wright.

Sacramento, Neb.—I am now agt. for the Central Granaries Co.—Ed. G. Urbonn.

Pender, Neb.—I am now agt. for the Holmquist Grain & Lbr. Co.—H. G. Heyne.

West Point, Neb.—I am now agt. for the Nye-Schneider-Fowler Co.—F. D. Sharar.

Sumner, Neb.—I am now agt. for the Trans-Mississippi Grain Co.—E. A. Ericson.

Emerson, Neb.—I have succeeded Bring & Son and I. A. Olmsted is my agt.—Oscar Bring.

Hubbard, Neb.—The Thos. Long Grain Co. with Thos. Long as mgr. has succeeded the Farmers Elvtr. Co. I am the new agt. of the Anchor Grain Co.—Wm. Dugan.

Table Rock, Neb.—Chas. Carl is now agt. for the Central Granaries Co.—Butterfield & Co.

Shea sta., Diller p. o., Neb.—I am now agt. for the Lincoln Grain Co.—Chester Sparks.

Nehawka, Neb.—I am now mgr. of the Nebraska Farmers Grain Co.—B. O. Tucker.

Springfield, Neb.—Johnson & Armstrong have succeeded Johnson & Bates.—Dan Bourke.

Perry sta., McCook p. o., Neb.—I am now agt. for the Updike Grain Co.—C. M. Higgins.

Rising City, Neb.—C. B. Barker is now agt. for the Dawson Grain Co.—Updike Grain Co.

Sutton, Neb.—Andrew Peter is now agt. for the Updike Grain Co.—Nebraska-Iowa Grain Co.

Ceresco, Neb.—D. Peterson is now agt. for the Updike Grain Co.—Nye Schneider Fowler Co.

Elsie, Neb.—C. F. Shurtz has succeeded Henry Lohse & Bro.—S. E. Lewis, agt. Curtis Mills.

Wakefield, Neb.—Albert Anderson is now agt. for the Saunders-Westrand Co.—Anchor Grain Co.

Indianola, Neb.—The Farmers Co-operative Ass'n is not operating this year.—W. McCallum & Co.

Lawrence, Neb.—The J. Barrey Mfg. Co. has succeeded the J. D. Holdefer Mfg. Co.—Duff Grain Co.

Wisner, Neb.—Otto Steinhans is now agt. for the Nye Schneider Fowler Co.—F. W. & A. J. West.

Shickley, Neb.—I have succeeded J. A. Osborne as agt. for the Central Granaries Co.—G. W. Powell.

Wilsonville, Neb.—Geo. Sheldon is now agt. for the Independent Farmers Shipping Co.—S. A. Austin.

Sargent, Neb.—The elvtr. of C. D. Coburn is not in operation.—R. P. Leach, mgr. J. H. Currie.

Cozard, Neb.—The mill and flour house of the Cozard Roller Mills burned Aug. 22.—Omaha Elvtr. Co.

Omaha, Neb.—C. E. Flanley of Sioux Falls, Ia., has applied for membership in the Grain Exchange.

Trenton, Neb.—C. B. Grace is now agt. for O. M. Kelly.—R. A. Gibson, agt. Milbourn-Smith Grain Co.

Foley sta., David City p. o., Neb.—F. K. Kullihan is mgr. for the Farmers Grain Co.—Nebraska Elvtr. Co.

Creighton, Neb.—Louis E. Mann has put up coal sheds and also added a lumber yard to his grain business.

Merna, Neb.—Frank Jacquot has succeeded Jacquot & Son.—G. A. Hurley, mgr. Farmers Grain & Sply. Co.

Scribner, Neb.—W. E. Zeman is now agt. for the Crowell Lbr. & Grain Co.—Farmers Grain & Stock Co.

Waverly, Neb.—I have bot the elvtr. of the Central Granaries Co.—G. A. McCandless, Wm. Hall will be agt.

Arapahoe, Neb.—The Hynes Grain Co. opened its house in July with John Tripe as mgr.—Farmers Grain Ass'n.

Pleasanton, Neb.—The elvtr. of Wort Bros. has been closed for two years.—D. Phillips, agt. Farmers Grain Co.

Holbrook, Neb.—C. L. Story is mgr. of the Farmers Business Ass'n and I am agt. for Rankin Bros.—D. L. Bengston.

Spencer, Neb.—The Farmers Elvtr. Co. has been organized and will buy or build an elvtr.—Nye-Schneider-Fowler Co.

Riverdale, Neb.—New agts. are John Nelson for the Trans-Mississippi Grain Co. and myself for E. D. Gould.—E. W. Pratt.

Red Willow, Neb.—The Duff Grain Co. has leased the elvtr. of W. & J. H. McCallum. The Red Willow Shipping Ass'n has succeeded the Farmers Shipping Co. and I am mgr.—W. K. Meyers.

Annandale sta., Glenville p. o., Neb.—I am now pres. and mgr. of the Farmers Grain, Coal & L. S. Ass'n.—U. C. Acker.

Arlington, Neb.—N. P. Bouck has bot an interest in the elvtr. of R. E. Roberts Co. but he will manage a plant at Kennard.

Kimball, Neb.—The Kimball Lumber & Supply Co. is building a studded house; has scooped a few loads.—Kimball Grain Co.

Randolph, Neb.—New agts. are A. C. Glasser for the Atlas Elvtr. Co. and myself for the Anchor Grain Co.—C. S. Strivens.

Bayard, Neb.—N. E. Workman is scoop shoveling here. We are the only regular dealers at this station.—Burke & Harpole.

Adams, Neb.—The Nebraska Corn Mills Co. of Lincoln, has bot the elvtr. of the B. & M. Mfg. & Elvtr. Co.—Farmers Elvtr. Co.

Yutan, Neb.—The Barber Lbr. Co. has discontinued business since its elvtr. burned in July, 1911.—C. F. Peters Grain Co.

Loma, Neb.—I am out of the grain business.—A. J. Bratsovsky, formerly agt. Omaha Elvtr. Co., present address Brainard.

Winnebago, Neb.—New agts. are W. I. Wilsey for the Holmquist Grain & Lbr. Co. and myself for R. H. J. Osborn.—J. E. Moore.

Wayne, Neb.—Graves & Lamberson have dissolved partnership and Geo. Lamberson is running the elvtr.—Saunders-Westrand Co.

Petersburg, Neb.—The elvtrs. of the Petersburg Elvtr. Co. and the Updike Grain Co. are closed.—Crowell Lbr. & Grain Co.

Preston, Neb.—New agts. are John Peirson for the Central Granaries Co. and myself for P. S. Heacock & Son.—C. J. Thompson.

Knox sta., York p. o., Neb.—We are the only regular dealers at this station at present.—T. Pruiett, agt. Van Wickle Grain & Lbr. Co.

Angus, Neb.—The elvtr. recently purchased by us formerly belonged to J. C. Delaney and is the only elvtr. here.—Borin Bros.

St. Edward, Neb.—Carter & Sisson has succeeded J. B. Carter. J. S. Kennedy is now agt. for the St. Edward Elvtr. Co.—W. D. Fonda.

Lincoln, Neb.—The Foster Grain Co. is out of business, having sold and leased all their elvtrs. to the VanWickle Grain Co.—D. McLennen.

Trumbull, Neb.—The Samuelson Lbr. Co. has leased the elvtr. of the Farmers Elvtr. Co. till July 1, 1913.—Geo. W. Cochran, agt. Hynes Grain Co.

Atlantic, Neb.—New mgrs. are C. E. Doty for the McConaughy Grain Co. and myself for the Farmers Grain & Sply. Co.—J. M. Hopkins.

Cheney, Neb.—J. E. English is scoop shoveling at this station. We are the only regular dealers.—F. A. Pape, agt. Gooch Mfg. & Elvtr. Co.

Osceola, Neb.—We are just finishing our mill which joins our elvtr. and have installed a 25-h.p. Fairbanks Morse Oil Engine in our plant.

Ellis, Neb.—O. P. Ellis, mgr. of the Farmers Elvtr. Co., is going to quit and build an elvtr. for himself about 100 miles from here.—H. E. Foster.

Huntley, Neb.—New agts. are Frank Newmeyer for the Central Granaries Co. and myself for the Van Wickle Grain & Lbr. Co.—Carl H. Freytog.

Clarkson, Neb.—Peter Zak and Frank Dubsky have bot the elvtr. and the mill site of the Clarkson Mfg. & Grain Co., the mill having been burned.

Beatrice, Neb.—Grain prices and the condition of the crops were the leading subjects discussed at a meeting of the farmers of this vicinity Nov. 14. E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n was present and addressed the meeting.

Omaha, Neb.—The Thompson Elvtr. recently bot by the State Line Grain Co., has been greatly improved by the new owners and is now open for business.

Waterloo, Neb.—We have bot the elvtr. of the Omaha Elvtr. Co. and also their elvtr. at Valley and will operate as the Waterloo Elvtr. Co.—E. T. Hall, mgr.

Belden, Neb.—Frank Swindle, Jim Reab-dean, N. I. Nelson and Mitchell & Griesel are scoop shoveling here. I am now agt. for the Anchor Grain Co.—C. E. Francis.

Valparaiso, Neb.—The elvtr. of the Omaha Elvtr. Co. is closed. Geo. Oeachger is now agt. for the Nebraska Elvtr. Co.—E. J. Haynes, mgr. Valparaiso Grain & Lbr. Co.

Curtis, Neb.—C. H. Taylor is no longer mgr. of the Curtis Grain & L. S. Co. which is not operating at present. We are leasing their house and are the only dealers here.—H. A. Butler, mgr. Curtis Mills.

Brock, Neb.—Lafe Higgins has succeeded A. C. Maynard. We have put in a lumber yard in addition to our grain business and will increase the capacity of our elvtr. 6,000 bus. this fall.—Brock Grain Co.

Wahoo, Neb.—The Wahoo Lbr. & Grain Co. has been incorporated by John Dolezal, Frank Dolezal and James Kearney and has bot the elvtrs. of John Dolezal, James Kearney and the Citizens Lbr. & Grain Co., operating the three houses.—Wahoo Roller Mills.

Superior, Neb.—The Corn Products Co. incorporated; capital stock \$20,000; officers D. Guthrie pres., C. E. Shaw vice-pres. and sec'y, Ella Shaw treas. The new company has bot one of the elvtrs. of Guthrie & Co. The other elvtr. of the same company has been sold to the Superior Mfg. Co.—C. E. Shaw, mgr. Corn Products Co.

Omaha, Neb.—At the annual election of the Grain Exchange held Nov. 13, the following officers were elected; J. W. Holmquist, pres.; W. J. Hynes, and J. A. Cavers, vice-presidents; Sherman Saunders, treas.; E. P. Peck, C. E. Niswonger and M. C. Peters, directors. F. P. Manchester will remain as sec'y of the exchange.

Curtis, Neb.—The contract between the Farmers Elvtr. Co. and C. H. Taylor closed July 1, 1912, at which time the directors discovered that the company had been running behind, with an indebtedness of about \$6,500 and assets not to exceed \$10,000. They closed the house and soon after hired N. H. Johnson, a director, to sell the coal on hand. The coal is all gone and Mr. Johnson now works for us and we have a lease on the elvtr. The farmers company has not handled a bushel of grain this season, and does not expect to. The stockholders refuse to vote an assessment to lift the indebtedness, held by a local bank. Undoubtedly the house will be sold at receiver's sale before the matter is closed. We are therefore the only regular dealers at this station at this time.—H. A. Butler, Mgr. Curtis Mills.

NEW ENGLAND.

Pittsfield, N. H.—Ferdinand & French have just completed a large storehouse.

Ashland, N. H.—J. E. Reed & Son are building an addition to their warehouse.

Hill, N. H.—F. W. Foster & Son are making improvements in their plant and will operate it by electric instead of gasoline power.

Woodstock, Vt.—Herbert L. Kneen and C. Elmer Colby of Hartland Hill, purchased the grain business of Richmond & Eastman, and will take possession Jan. 1.

Attleboro, Vt.—On the complaint of Patrick Nerney, the Attleboro Grain Co. was fined \$75 for short weights in grain sold to him, and acting as their particular prosecutor caused them to be fined an additional \$50 for having neglected to file the certificate for doing business with the town clerk as required by law.

NEW JERSEY.

Sussex, N. J.—Manning Co., incorporated to deal in grain, etc.; capital stock \$12,000; incorporators H. T. Manning and Roy Mills.

NEW YORK.

Rochester, N. Y.—Jirah B. Moseley, of the Moseley & Motley Milling Co., the oldest miller in this city, died recently.

New York, N. Y.—A. D. O'Neill will succeed Geo. C. Brinkerhoff as mgr. of the Long Dock Mill & Elvtr. Co., and will also succeed him on 'change, Mr. Brinkerhoff resigning.

Buffalo, N. Y.—H. G. Anderson has been confined to his home by an attack of pneumonia. M. C. Burns, another member of the grain trade of the city is recovering from the effects of a broken ankle sustained in a fall from his horse.

Buffalo, N. Y.—The Washburn-Crosby Co. will build a 2,000,000-bu. elvtr. to cost \$300,000 as an addition to its plant in this city, the house to be of steel and concrete construction, making the total capacity of the company here 4,000,000 bus.

NORTH DAKOTA.

Geneseo, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—Thos. M. Mrachek.

Nash, N. D.—Torgerson is now mgr. of the Duluth Elvtr. Co.—W. T. Drake, agt. St. Anthony & Dakota Elvtr. Co.

Windsor, N. D.—We have two agts. here, Ed Spoelstia and L. K. Martin, and are the only operators at this station.—Powers Elvtr. Co.

Orr, N. D.—The Peoples Elvtr. Co. has bot the elvtr. of the Minneapolis & Northern Elvtr. Co.—St. Anthony & Dakota Elvtr. Co.

Arndt sta., Bisbee p. o., N. D.—The elvtr. of the Minnekota Elvtr. Co. has been moved to Southam on the Yorkville-Drake line of the Soo.

Perth, N. D.—The elvtr. of the Imperial Elvtr. Co., containing 17,000 bus. of grain, burned Nov. 11, the fire starting from an overheated journal.

Abercrombie, N. D.—The recently incorporated Equity Elvtr. Co. will either buy our elvtr. or build a house of its own.—C. O. Sanvig, agt. Baldwin Elvtr. Co.

Bismarck, N. D.—On Dec. 10 the vote on terminal elvtr. proposition will be canvassed. The question is whether the state legislature shall provide for the erection of a terminal elvtr. at the head of the lakes.

Edgeley, N. D.—We are building under contract 40,000-bu. elvtrs. at Millarton, Nortonville and Sidney, all new towns on the Midland Continental Railroad running from this station to Jamestown.—A. H. White, mgr. Dakota Grain Co.

Fairdale, N. D.—The fire which destroyed the elvtr. of the Farmers Elvtr. Co., Nov. 6, is now believed to have been of incendiary origin, as it started under the driveway. The elvtr. contained 16,000 bus. of grain but the loss on building and contents is fairly covered by insurance.

OHIO.

Cincinnati, O.—McQuillan & Co. have removed to new quarters in the Miles Greenwood Bldg.

Marion, O.—We have again entered the grain business, buying the elvtr. of the Ohio Mlg. & Elvtr. Co.—Ruffing & Missler.

Williamsport, O.—I have disposed of my interest in the firm of Ballard B. Yates & Co. and have opened my own elvtr. under my own name.—Clark K. Hunsicker.

Arlington, O.—I understand that the elvtr. I recently sold at this station is now closed and will be sold at sheriff's sale Nov. 29, on account of mismanagement.—W. D. Bishop.

Lucasville, O.—Stittmatter & Grimes have completed the drier at their elvtr.

Cincinnati, O.—A grain discount com'te has been appointed by the Chamber of Commerce, to adjust differences arising in settlements on new gradings developed by reinspection; members of the com'te are F. F. Collins, E. A. Fitzgerald, James Walker, C. E. Nippert and W. H. Kramer.

Piqua, O.—Harry W. Kress, of the Harry W. Kress Co., has been admitted to membership in the Chicago Board of Trade and the Toledo Produce Exchange. The company has put in a private wire from its office here direct to the Exchange floor of the Chicago Board of Trade to execute hedging orders for future delivery.

Camden, O.—The Ohio Grain Dealers Ass'n has a body of loyal members. It needs more. Financially its needs are not large, neither are the expenses of membership burdensome. The Ass'n should have on its rolls the name of every regular dealer in the state. It is designed to protect and promote the best interests of the Grain Trade of Ohio and every individual in that trade should consider it a sacred duty to contribute his share toward its support.—E. C. Eikenberry.

Portsmouth, O.—The 44th annual banquet of the Board of Trade was held Nov. 14 at "The Club" and will go down in the history of the board as one of the most successful spreads ever given by the organization. The com'te on arrangements included John C. Bauer, Albert Zoellner, Chas. Daehler and J. D. Bridges, while Pres. H. S. Grimes was the efficient and pleasing toastmaster of the evening. About 200 members were present when Pres. Grimes began his annual address in which he called attention to the fact that he had served as pres. of the board for 14 years and that he would not under any consideration accept the office again. A number of interesting addresses were delivered, among them being Geo. D. Selby's talk on the "Workingman's Compensation Act."

TOLEDO LETTER.

A resolution protesting against the establishment by the railroads, of a stop over charge of \$3.00 per car at points in C. F. A. territory, has been adopted by the Produce Exchange.

The C. H. & D. Elvtr. is being equipped with another marine leg, making three in this city. More grain has been received by lake this season than for many years.—C. A. King & Co.

Officers of the recently incorporated Central Grain Co. are O. W. Randolph, pres.; Chas. W. Mollett, sec'y and treas., and D. B. Noyes, vice-pres. and gen. mgr. The new company is sending a handsome placard to the trade, containing a large photograph of its plant.

Sheldon C. Reynolds, for many years at the head of the Reynolds Bros., died Nov. 22 after a lingering illness. He established a record in railroad circles for the enormous quantities of grain actually handled each year. He retired from active participation in the grain trade in 1903 and was 77 years old at the time of his death. Resolutions of sympathy and condolence have been adopted by the Produce Exchange.

An unusual complaint has been filed against the D. T. & I. Ry. Co. with the state public utilities commission, shippers alleging that the road is abandoning necessary stations on its line and thereby depriving them of needed transportation facilities. At Storm Station, the elvtr. was compelled to close and the farmers have no outlet for their grain. All stations between Waverly and Bainbridge have been closed and it is claimed that the company is not carrying out its proper functions as a common carrier.

Trade. He is survived by his widow. A resolution of condolence has been adopted by the Produce Exchange.

Wm. H. Morehouse, for 47 years actively engaged in the grain and seed business in this city, died Nov. 22, after a lingering illness of several years' duration. Mr. Morehouse was 67 years old and had been connected with the grain trade here since 1865. He has been the head of W. H. Morehouse & Co. for the last 36 years and during that time has conducted a most successful business. He was pres. of the Produce Exchange in 1900, having been a charter member of the exchange when it was established in 1876. He also held a membership in the old Toledo Board of

OKLAHOMA.

Crescent, Okla.—Sloan & Watkins have leased the elvtr. of Ed. Staubaugh.

Lucien, Okla.—Lester Stone & Co. has succeeded Thos. Howard.—Lester Stone.

Miami, Okla.—Morrow & Taaffe have bot the elvtr. and feed mill of H. F. Reniker.

Miami, Okla.—The Miami Mill & Elvtr. Co. is building a 30,000-bu. ear corn elvtr. G. W. Nicely is proprietor.

Loder sta., Capron p. o., Okla.—The Alva Roller Mills of Alva have let contract for a 13,000-bu. elvtr. to the P. H. Pelkey Constr. Co.

Knowles, Okla.—Knowles Grain Co., incorporated; capital stock \$10,000; incorporators C. G. Alkiri, A. C. Howe, W. R. Fay and F. E. Knowles.

Pocasset, Okla.—The Farmers Elvtr. Co., incorporated; capital stock \$6,000; incorporators C. L. Kelly, W. W. Clark, J. C. Miller, Joe Frey and S. O. Felton.

Oklahoma City, Okla.—The Oklahoma Mill & Elvtr. Co. has petitioned the court for an injunction restraining the county treasurer from collecting a heavy tax, assessed for 1911, the amount representing that part of the taxes for 1911 caused by the doubling of valuation by the state board of equalization.

Lenapah, Okla.—I have sold the Lenapah Grain & Hay Co., consisting of an elvtr., cribs and hay warehouse, to Wm. Grover, who will take charge Dec. 1. I am continuing my hay business at Iron Mountain and am moving my headquarters to Coffeyville, Kan., where I will continue the grain and hay business in my own name.—A. T. Ragon.

PENNSYLVANIA.

Butler, Pa.—Harry S. Klingler, head of H. J. Klingler & Co., leading buckwheat millers, died Nov. 14 at the age of 56 years from pneumonia.

Philadelphia, Pa.—The abolishment of the word "rejected" and the designation "no grade" in the classification of oats, in the wording of the rules of the Commercial Exchange, were adopted by vote of the members Nov. 4. A grade of No. 4 white oats was adopted to "include all white oats inferior to No. 3, but suitable for warehousing." No. 4 mixed oats and the grade of "sample oats" were also adopted, the latter to include "all warm or damaged oats unfit for warehousing."

Philadelphia, Pa.—Samuel G. Woolman, founder of S. C. Woolman & Co. and one of the oldest members of the Commercial Exchange, died Nov. 18 at his home in Riverside, N. J., at the age of 74 years. Mr. Woolman was pres. of the exchange for four years, serving from 1896 to 1901, and was treas. from 1904 to 1907. He was an active worker in bringing about the removal of the exchange from its old quarters to its present home in the Bourse. He is survived by his widow, two sons and two daughters.

SOUTH DAKOTA.

Egan, S. D.—G. B. Olson has bot the elvtr. of the Cargill Elvtr. Co.

Alpena, S. D.—Siberz Bros. & Craig are operating the elvtr. of John Feick.

Tyndall, S. D.—Morgan & Son installed a new motor in their elvtr.—J. J. F.

Corsica, S. D.—We have sold our elvtr. here to M. King.—A. A. Traux Grain Co., Mitchell.

Altamont, S. D.—The Altamont Grain & Lbr. Co. has bot the elvtr. of the Western Elvtr. Co.

Chancellor, S. D.—The Shannard Elvtr. Co. has succeeded E. J. Wipf. C. Haagastrat is mgr.

Grover, S. D.—Our elvtr. has been closed for this year.—Hawkeye Elvtr. Co., Minneapolis, Minn.

Oldham, S. D.—The 20,000-bu. elvtr. of E. A. Brown is completed and is now taking in grain.

Haven, S. D.—We have closed our elvtr. here for the season.—Hawkeye Elvtr. Co., Minneapolis, Minn.

Sioux Falls, S. D.—The National Malting Co. has leased the malting plant of the Dakota Malt & Grain Co.

Artesian, S. D.—The Farmers Shipping & Purchasing Co. is building a corn crib adjacent to its elvtr.—J. J. F.

Waubay, S. D.—We took over the elvtr. of the Exchange Grain Co. at this station Aug. 1.—C. F. Poehler, pres. Pacific Elvtr. Co.

Fruitdale, S. D.—We have moved our elvtr. at Whitewood to this station.—J. J. McNamara, mgr. Rapid City Mlg. Co., Rapid City, S. D.

Kranzburg, S. D.—We lease the elvtr. of Anton Marx at this station and are opening same.—Davenport Elvtr. Co., Davenport, Ia.

Aggergard Spur, Viborg p. o., S. D.—We have sold our elvtr. to Peter N. Aggergard of Irene.—Hawkeye Elvtr. Co., Minneapolis, Minn.

Howard, S. D.—The elvtr. of the Farmers Elvtr. Co. containing 30,000 bus. of grain, burned at midnight Nov. 22; loss on grain \$15,000, on building \$4,500; fully covered by insurance.

Bristol, S. D.—The elvtr. of the Exchange Grain Co. was transferred to the Pacific Elvtr. Co., Aug. 1.—C. F. Poehler, pres. Pacific Elvtr. Co.

Hewett, S. D.—Geo. D. Sexauer & Son of Brookings have bot the two elvtrs. of Adam Royhl & Co. Both houses will be taken down and a new 25,000-bu. elvtr. built.

Sioux Falls, S. D.—The Northwestern Elvtr. Co. is again operating its elvtr. here, the Stegner Grain Co., to which it was leased, having gone out of business. F. W. Grow is agt.

Warner, S. D.—New buyers are Arthur Genung for the Crown Elevator Co., P. J. D. Gunderson for the Columbia Elvtr. Co. and myself for the Farmers Elvtr. Co.—C. A. Conlee.

Salem, S. D.—The McCook County Elvtr. Co. has bot the elvtr. of H. W. Schneider & Co. The officers of the company are H. Nelson, pres.; W. H. Hart, sec'y-treas.; B. G. Eilers, mgr.

Elk Point, S. D.—The capacity of the elvtr. of the McCaull Webster Elvtr. Co. has been increased to 3,000 bus. and new machinery has been installed. An extra corn dump has also been put in and the whole house overhauled and put in first class condition.

Hartford, S. D.—We have reorganized our company and increased the present capital stock to \$25,000. The new officers are Henry Boy, pres.; N. F. Nelson, vice-pres.; W. C. Muchow, sec'y, and A. Kluck, treas. I may resign my position as mgr. of the company.—I. S. Henjum.

Oldham, S. D.—We have just completed our new 22,000-bu. cribbed elvtr. It is equipped with Fairbanks 8-h. p. Engine, Manlift, Fairbanks Hopper, Dump and Wagon Scales. Coal sheds have also been built. The Younglove Const. Co. built the house.—W. A. Quinn, sec'y Bennett Grain Co., Flandreau.

Canton, S. D.—The Canton Mill & Elvtr. Co. has been organized with a capital of \$40,000 and has bot the mill of the Canton Mlg. Co. and the elvtrs. here and at Beloit, S. D., formerly operated by the Mutual Grain Co. Officers in the new company are J. A. Carpenter, pres.; C. L. Dewey, sec'y, and E. W. Jefferson, treas.

Geddes, S. D.—J. H. Crowley has bot the elvtr. of the Western Grain Co. and is operating it. C. F. Carroll, agt. of the South Dakota Grain Co., has been elected registrar of deeds and will resign on or before Jan. 1.—A. H. Stauffacher.

Hartford, S. D.—I. S. Henjum, mgr. of the Farmers Elvtr. Co., and sec'y of the Co-operative Managers Ass'n, is sending out with his compliments a handsome calendar for 1913 and a thermometer, with a landscape backed on glass, all mounted on a natural wood board, making a useful ornament to any wall. With the gift comes a pamphlet reporting the proceedings at the last convention of the Farmers Grain Dealers Ass'n of South Dakota.

Verdon, S. D.—After nine hours deliberation, the jury in the case of W. B. Roby, former mgr. of the South Dakota Farmers Elvtr. Co., charged with the embezzlement of \$15,000 of the company's funds, returned a verdict of not guilty. The first complaint filed against Mr. Roby placed the shortage at \$47,000, but the court requiring a bill of particulars, the amount was reduced to \$15,000 and was made up of two checks for \$5,000 and two for \$2,500 drawn in favor of a Minneapolis commission firm for the purpose of protecting trades in futures on hand at the time. The testimony tended to show that the fact that the company stored grain for the farmers free of charge was the primary cause of the loss. The fact was brot out that in the fall of 1910 the elvtr. company, pursuant to a resolution adopted by a vote of the stockholders, had stored large quantities of grain in its seven elvtrs. aggregating 250,000 bus. and as the storage room was incapable of holding all this grain the company sold it at the highest market figures, purchasing future wheat sufficient to cover the amount sold. The heavy carrying charges existing in the winter of 1910-1911 caused heavy losses to the company on this grain, because of no protection from storage charges.

SOUTHEAST.

Macon, Ga.—The Porter Grain Co. has completed its 2-story warehouse and will now handle feeds.

Spartanburg, S. C.—I will engage in the grain, hay, flour and provision business about Jan. 1.—Thos. L. Goff.

Leesburg, Va.—W. S. and Arthur Jenkins will let contract Dec. 1 for a 30x80-ft. frame elvtr. with metal roof.

Bluefield, W. Va.—The elvtr. of the McCue & Wright Mlg. Co., containing 7,000 bus. of wheat and corn, burned recently.

Bessemer, Ala.—The T. D. Lewis Grain Co. incorporated; capital stock \$25,000; incorporators T. D. Lewis, pres., W. E. Bonham, Carbon Hill, vice-pres., and W. B. Vines, sec'y-treas.

TENNESSEE.

Estill Springs, Tenn.—The plant of the Tennessee Mill Co., burned Sept. 17, will not be rebuilt.

Memphis, Tenn.—John Wade & Son will build a fireproof warehouse adjoining their plant, expending \$10,000 in improvements.

Howell, Tenn.—H. C. Harris is out of the business at this station and the Howell Grain Co. is now dealing in all kinds of grain. I am mgr.—W. B. Buchanan.

Lynchburg, Tenn.—R. O. Locke has succeeded Locke & Parker. The new company has installed a cockle machine for removing cockle from seed wheat and cleans the grain for farmers for 4c a bu.

Memphis, Tenn.—The Union Elvtr. Co. has amended its charter, increasing its capital stock from \$2,000 to \$40,000. L. P. Cook, J. T. Morgan, A. L. Hall, J. P. Edgar and A. B. Knipmeyer, the incorporators, have decided to lease the old Choc-taw Elvtr. which they recently bot when it was put on the market as the result of a legal tangle to the L. P. Cook Grain Co. and the Edgar-Morgan Co., who now occupy it, the latter company having abandoned its plan to build a new elvtr.

TEXAS.

Pampa, Tex.—The Pampa Grain Co. has been admitted to membership in the Texas Grain Dealers Ass'n.

Texas City, Tex.—C. McD. Robinson, for 15 years chief grain inspector at Galveston, has accepted the position of chief inspector of this port.

Plano, Tex.—The grain warehouse of Loveless & Ware was struck by lightning Nov. 5 and burned to the ground; loss \$1,500, partly covered by insurance.

Port Arthur, Tex.—The elvtr. here is filled to its utmost capacity and no more grain will be received until vessels are obtained and several cargoes shipped.

Gatesville, Tex.—The granary of the State reformatory containing 20,000 bus. of corn and oats burned to the ground Nov. 12, the fire starting in the engine room.

Fort Worth, Tex.—J. Anderson Bushfield, in the grain brokerage business at this market, was married Nov. 9 to Miss Lone Green. The honeymoon was spent in Galveston.

Texas City, Tex.—T. W. Teague, formerly supt. of the elvtrs. of the Galveston Wharf Co., Galveston, is now in charge of Elvtr. "A" of the Texas City Wharf Co. The elvtr. has a capacity of 600,000 bus.

Fort Worth, Tex.—The following firms have recently been admitted to membership in the Texas Grain Dealers Ass'n: C. & J. M. Strong, Wellington, and Barker-meyer Grain Co., Floydada, Tex.—G. J. Gibbs, sec'y.

Fort Worth, Tex.—Next month I shall send out inquiries as to wheat acreage, and trust to issue my estimate on the Texas acreage about Dec. 20th. When I do send out the blanks, I want every member to respond promptly. It will only require a few moments of time, and will greatly assist me in preparing my report.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Walla, Walla, Wash.—Representatives of the Farmers Union of this state, Oregon and Idaho, at a recent meeting held in this city, decided that grain sacks must go and practically every one of the 250 present advocated the establishment of elvtrs. thruout the Pacific northwest and the handling of grain in bulk. It is argued that the amount spent for bags would build enough elvtrs. to take care of the crops.

Warner sta., Oakesdale p. o., Wash.—Henry Goddard, a farmer near Tekoa, and James Breen, who worked for him, are charged with the burning of the warehouse of Kerr-Gifford & Co. at this station and the attempt to burn the warehouse of the Northern Grain Co. at Tekoa, in an effort to secure insurance money and to escape the payment of storage charge on from 5,000 to 6,000 bus. of wheat stored in the two warehouses, some of the grain having been stored for 8 years.

WISCONSIN.

Maiden Rock, Wis.—The new elvtr. of M. Larson & Sons is rapidly nearing completion.

Campbellsport, Wis.—The Campbellsport Mlg. & Grain Co. has been organized by the farmers of this vicinity to build an elvtr.

Coleman, Wis.—I am still handling grain here; but, having ample accommodations in another building, will not rebuild my elvtr. this year.—Jos. H. Duquaine.

Sheboygan, Wis.—The Schultz Bros. Inc. incorporated to deal in grain, flour and feed; capital stock \$50,000; incorporators Martin, Herman L. and Arthur C. Schultz.

Chippewa Falls, Wis.—Fred Rheingans, operator of the elvtr. of the Farmers Produce Co., recently caught his foot in the elvtr. in the warehouse of the Clark Grain & Fuel Co. and suffered a painful tho not serious injury, no bones being broken.

Withee, Wis.—The new elvtr. of Geo. C. Nielson Co. has been opened.

MILWAUKEE LETTER.

J. A. Seefeld, Frank B. Hoag and D. V. Hales have been admitted to membership in the Chamber of Commerce.

The membership of Otto E. Schulz has been posted for transfer.—H. A. Plumb, sec'y Chamber of Commerce.

The rate of interest on advances during the month of November has been 6 per cent per annum as fixed by the Com'te on Finance.

The Chamber of Commerce will be represented at the first annual meeting of the Chamber of Commerce of the United States of America, of which the Milwaukee Exchange is a member. Pres. Bishop, one of the National Councillors, will attend, as will also one delegate to be appointed later.—H. A. Plumb, sec'y.

Beginning Oct. 30, the Call Com'te has conducted a Call Board twice daily at noon and immediately after the close. On Saturday one call is held at the close. The various grades of cash grain are included in the call and the members are showing sufficient interest in it to warrant a continuance of the present program.—H. A. Plumb, sec'y.

A board of government engineers, who are investigating the practicability of constructing a canal to connect Lake Erie to Lake Michigan, has requested the Chamber of Commerce to furnish data showing the amount of freight shipped by both rail and lake to Lake Erie ports and other points further east, and also the amount of freight shipped from those points to Milwaukee.—H. A. Plumb, sec'y.

The members of the Chamber of Commerce will shortly ballot upon an amendment to the rules which will give members of the boards of arbitration and appeals terms of two years instead of one year as at present provided for. Portions of these boards will be elected each year, thus insuring the services on those boards at all times of men who have had at least one year's experience.—H. A. Plumb, sec'y.

If any shippers located on roads other than the C. & N. W. or C., M. & St. P. have trouble in obtaining equipment to go to Milwaukee and agt. refuses to allow billing to Milwaukee, we will appreciate a wire immediately, as a recent decision of the Interstate Commerce Commission obligates a carrier to either allow cars to go to any destination consignors may desire, or to accept shipment and transfer at the railroad's expense at the initial carrier's terminal junction point.—Mereness & Potter Co.

Receipts of grain at Milwaukee during October included 1,210,950 bus. of wheat, 326,860 of corn, 1,972,500 of oats, 2,505,100 of barley and 610,500 bus. of rye; compared with 957,110 bus. of wheat, 569,390 of corn, 1,341,300 of oats, 1,751,190 of barley and 399,840 bus. of rye received during October, 1911. Shipments for the month included 1,062,991 bus. of wheat, 227,979 of corn, 1,859,480 of oats, 515,488 of barley and 352,579 bus. of rye; compared with 572,710 bus. of wheat, 461,685 of corn, 1,327,639 of oats, 697,590 of barley and 269,432 bus. of rye shipped in October, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

F. C. Reynolds, P. P. Donahue, S. G. Courteen, A. L. Kern and A. K. Taylor have been appointed as a com'te to attend the National Rivers and Harbors Congress. The directors thought that the Great Lakes cities should show more interest in the session of the Congress, and directed the Sec'y to correspond with commercial organizations in those cities with a view to stimulating interest and increasing the attendance from the Lake region. Replies have been received from many of these organizations expressing a desire to cooperate with the Milwaukee Chamber and favoring a large attendance from the cities along the greatest natural waterway in the country.—H. A. Plumb, sec'y.

STEEL GRAIN ELEVATOR Construction.

BY A. M. BURCH.

Steel construction in fireproof elevator building has been steadily growing in popularity during the past fifteen years. This popularity is based on actual results obtained in operation of plants using this type of construction. It has been proven to be ideal storage owing to the fact that it keeps grain in an absolutely dry condition.

When steel storage was first contemplated about twenty years ago, the question was often discussed as to whether moisture would not condense on the tank sides and spoil the grain, and also as to whether the grain would not sweat when kept in steel tanks. The most careful investigation by parties using steel grain storage in large quantities has demonstrated that the grain is kept in an absolutely dry and perfect condition, and such a thing as condensation of moisture on the tank sides is unknown. If any moisture has gotten into the tank it has been due to leakage caused by imperfect construction.

It has also been popular due to the comparative cheapness of construction. The expense of construction varies greatly with the type of elevator to be built. A large terminal elevator divided into a large number of steel bins and with extensive handling capacity, of course, will be much more expensive per bushel than a simple country house with small handling capacity. Both will be somewhat more expensive than wood construction, but when the extra cost of insurance is taken into consideration, as well as the fact that the grain company is liable to be put out of a year's business at any time by fire when wood elevator construction is used, this extra cost is a good investment. As a result very few terminal elevators are being built of wood, and in country elevators fireproof construction is coming more and more into use.

A FAVORITE FORM of steel construction for country elevators is to put the storage capacity of the elevator into circular tanks and place the receiving and cleaning machinery into a small steel frame house alongside the tanks, the grain being put into the tanks by means of conveyors running above the tanks and reclaimed from the tanks by means of a conveyor in a tunnel beneath the tanks.

While steel construction is justly popular for elevator construction, it is even more popular for grain storage in conjunction with a mill or elevator. This kind of storage can be added to an existing elevator plant for from 8c to 20c per bushel, including foundations and conveyor machinery, the variation in price depending, of course, upon the size of a single unit. For terminal work tanks of large capacity, say from 50,000 to 125,000 bus. capacity in a single tank can be used to great advantage, and the cost per bushel is low.

For country mill and elevator work it is frequently convenient to build a tank of from 5,000 to 50,000 bushels in capacity alongside a mill or elevator discharging the grain into the tanks either through spouts or by means of a screw conveyor running over it. The grain is reclaimed by means of a screw conveyor operating in a tunnel beneath the tanks. This method provides a large amount of storage without extra equipment of receiving and cleaning machinery, as this work is done in the mill or elevator. The storage in steel tank construction is but little more expensive than

wood and the insurance on the building and contents is much smaller.

THE FOUNDATIONS necessary for this type of storage are much more inexpensive than would be required for concrete construction, for there can be quite a marked settlement in foundation without any damage to the steel tank, but in case of concrete the slightest settlement will produce cracked walls. This type of storage can be built quickly and at all seasons of the year—in the dead of winter as well as in the summer. Another point in favor of the steel construction is that in case it is desired to move the location of the storage there would be at least 50 per cent salvage in moving the steel tank, while in case of concrete construction it would be a total loss.

Car Supply Increasing.

Compared with the preceding period, the car surplus increased 2,608 cars during the two weeks ending Nov. 7, according to the report of Arthur Hale, chairman of the Com'te on Relations between Railroads of the American Railway Ass'n. For three months the car surplus reports have always shown a decrease. Of the increase in the surplus, 453 of the cars are in box, 354 flat, 2,139 coal, and a decrease of 338 miscellaneous car surplus. The total surplus now stands at 19,897 cars.

The car shortage increased only 3,886 during the period ending Nov. 7, making the total shortage 71,156 cars. The shortage on all kinds of cars is reduced by the reduction in the coal car shortage amounting to 3,565 coal cars. On the other hand, the box car shortage increased 6,107 during the period. The box car shortage was noted in the following states: New York, New Jersey, Delaware, Maryland, Eastern Pennsylvania, Ohio, Indiana, Michigan, Western Pennsylvania, Iowa, Illinois, Wisconsin, Minnesota, Texas, Louisiana, New Mexico, Kentucky, Tennessee, Mississippi, Alabama, Georgia and Florida.

Peanut oil can be used almost as effectively for fuel in the operation of the Diesel Engine, as the cheap grades of natural mineral oil. Any vegetable or animal oil can be used in this engine, however.

But little wheat is grown in Peru. All of the important wheat fields of the small republic are situated inland from the coast on the table land areas. Wheat is therefore imported from Australia, Chile and the Pacific coast of the United States. Australian wheat appears to have the preference of the nine or ten flour mills in Peru, whose product is protected by a tariff. Last year Peru's importations of wheat were valued at \$945,000. In the previous year, the imports were worth \$1,415,000. Chile supplies 4 per cent of the wheat milled in Peru.

The "unfair sales" law, making it a crime to sell in one community at a lower price than in another, was brot before the Supreme Court of the United States, Nov. 14, in order to test the constitutionality of the South Dakota law. The court decided it was unnecessary to hear arguments in favor of its constitutionality, and the attitude of the court is generally accepted as equivalent to a decision in support of the law. Similar unfair sales laws have been enacted by the legislatures of Minnesota, Iowa, North Dakota, Kansas, Michigan, Tennessee, Oklahoma and Nebraska.

Liability of Carrier for Converting Coal.

By deciding in favor of the Sleepy Eye Mlg. Co., in its suit against the C. & N. W. Railroad Co., the Supreme Court of Minnesota on Oct. 18 held that if a railroad company converts a car of coal, the fact that it pays for the same and even pays the consignor for damages growing out of the transportation of the coal, sustained by the consignee, such procedure cannot be urged as a defense in a suit brought against the railroad company by the consignee for damages incident to delayed delivery and conversion.

For reasons not explained, the railroad company delayed the transportation of the car of coal to Sleepy Eye, Minn., and by the time it did arrive, the Sleepy Eye Mlg. Co. averred that it had suffered damages to the extent of \$26.69, due to loss of profits, and would not accept it, unless reimbursed for damages it claimed to have suffered. The C. & N. W. thereupon took the coal for its own use and paid for it, claiming the right to do so by virtue of the laws of Illinois, to the effect that the consignor has a sufficient interest in the subject matter of a shipment to maintain an action for and recover for loss, damage and conversion thereof, regardless of the ownership of the same, and is chargeable as trustee for the consignee to the extent of his interest therein.

When the railroad company converted the coal, the milling company advised the sellers, Keller & Co., at Sesser, Ill., of the fact and requested that the purchase price be refunded and that it enter a claim against the railroad company for the value of the coal converted. The request was not complied with and no refund was made. Soon afterward, the Sleepy Eye Mlg. Co. made a direct demand upon the C. & N. W. Railroad Co. for the settlement of its claim and informed the railroad company that it had paid Keller & Co. for the coal some months previously. At the same time, it wrote Keller & Co., withdrawing the request for a refund. Two days after, the C. & N. W. Railroad Co. paid Keller & Co. \$56.66 as a full settlement of all claims and demands of the Sleepy Eye Mlg. Co.

The court held: "It is clear upon a consideration of the facts, that the Sleepy Eye Mlg. Co. was the owner of the coal when it was converted, and that the consignor had no interest therein.

"Altho the consignor might have maintained an action for the benefit of the Sleepy Eye Mlg. Co., according to the laws of Illinois, the conclusion does not follow that the C. & N. W. Railroad Co. had a right to settle with the consignor and discharge the cause of action of the Sleepy Eye Mlg. Co., after the railroad company had due notice that the coal had been paid for, that it then belonged to the plaintiff in the action and that its claim for damages had been presented to it.

"Any right which the consignor may have had to bring the action for the plaintiff's benefit was not exclusive, and the plaintiff, as the real party in interest, had the right to enforce its claim by action or otherwise as it might be advised. The settlement of the plaintiff's claim with the consignor is not a defense to this action."—137 N. W. Rep. 813.

This decision gives quite a check to the high-handed practices of railroads in converting the property of shippers to their own use at their pleasure.

DEATH OF JOHN KELLER.

John C. Keller, long a member of the Toledo Produce Exchange, and whose whole business life of 40 years had been devoted to the interests of C. A. King & Co., died suddenly at his home at Toledo, O., Sunday evening, Nov. 17, aged 55 years.

Of sturdy German stock and a good accountant he rose to the position of confidential assistant and for 20 years was cashier for the firm. He was vice-



John C. Keller, Toledo, O., Deceased.

pres. of the Citizens Savings & Trust Co.

His calm, unruffled disposition was a wonderful asset in disposing of the various entanglements which arise in a large business. His words of counsel and cheer and the information cheerfully and fatherly given to the many young men who started their business experience with him will ever be gratefully remembered by them.

"He was extremely modest, honest and faithful," writes Frank I. King. "Such a man we like to think is representative of what is best in our modern American business life," says Col. Southworth.

Resolutions were adopted by the Produce Exchange expressing the esteem in which their fellow member was held, and extending sympathy to his family. He is survived by his wife and three daughters. A portrait of Mr. Keller is given herewith.

American harvesting machine manufacturers have done a great deal toward opening Russian grain areas by selling machinery on long time, taking their pay when the farmer has realized upon his crop. The losses which have accrued to American companies thru giving these credits to the farmers have been less than one per cent annually, according to James Davenport Whelpley in the December Century.

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GRAIN DEALERS JOURNAL

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From one to billions

Plant just one little kernel of corn in a small spot of fertile soil. You harvest two to three ears from this one seed. Save them. Plant them, and you reap a wagon load. Save it for seed corn the next year. Sow it. You have a crib full. Keep this up, and in a very few years you have multiplied this one little kernel of corn billions of times.

Insert a little "Want-ad" in the "WANTED-FOR SALE" columns of the Grain Dealers Journal. You immediately receive replies, insert the ad. again, the number is increased. By continuing your little ad. you will receive enough replies in a surprisingly short time to fulfill your want satisfactorily.

Natural history.

Now's the time to sow your seed. Send your offer or want today to the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Grain Dealers Journal

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Costs but 20c per type line each
insertion. Worth more.

CROP IMPROVEMENT.

T. V. Hoverstad has been appointed agricultural commissioner of the Soo line with headquarters in Minneapolis.

A crop improvement conference was held at Baltimore, Md., Nov. 21. Farmers and business men from all over the state were in attendance.

The agricultural extension department of Purdue University will hold several courses of lectures at various points in Indiana during November, December, January and February.

Prizes aggregating \$500 have been offered by Senator Robert L. Owen of Oklahoma for the best exhibits of kafir corn grown by members of the Boys' and Girls' clubs, in Oklahoma.

The Pettis County, Mo., farm buro will hold a corn contest next year and will offer cash prizes, aggregating \$1,500, for the best acre yields of corn in the several townships of Pettis County.

The C. B. & Q. has appointed J. B. Lamson agricultural commissioner of the road. Mr. Lamson was formerly connected with the extension department of the agricultural college of the University of Minnesota.

Prof. Perry G. Holden, who was recently appointed chief of the crop improvement service of the International Harvester Co., has announced that his first effort will be to introduce alfalfa into the corn belt.

Prof. A. D. Wilson, of the Northwestern Agricultural College, is strenuously pushing the county farm buro idea in his territory and expects in a short time to have at least half a dozen pattern counties ready to quality.

The Soo Line's "farm train," which left Minneapolis Nov. 6, carrying lecturers from the agricultural college of the University of Minnesota and in addition several cars of farm exhibits, including cars devoted to farm seeds, stock, poultry, etc., is arousing great interest at all stations on the train's itinerary.

The North Dakota Better Farming Ass'n has placed two more scientific agriculturists in charge of county farm buros. J. R. Campbell, formerly with the North Dakota experiment station at Fargo, will have charge of the work in Hettinger County and C. O. Phelps, a well known agriculturist, will have supervision of the farm buro in Wells County.

The extension department of the agricultural college of the University of Minnesota is urging farmers in the state to plant a plot of ground for seed corn next year, and is sending out definite instructions on how to gather, preserve and prepare seed corn. The activities in this line are results of the seed corn gathering contest, held in various sections of the state, the latter part of September.

Altho it now has a farm buro under the direction of a scientific agriculturist, Montgomery County, Ala., will raise more funds so as to secure the \$1,000 offered by the Council of Grain Exchanges and hire another crop expert. When the crop improvement work was first commenced in Montgomery County, the number of farms that asked for instruction was 28. This year the number increased to 90 and next year 151 farms will be supervised by the crop expert. On account of the increase and the fact that the farmers of Montgomery County are planning to raise grain and other diversified crops because of the invasion of the boll weevil, it was decided two crop experts were needed.

A crop improvement conference was held at Sedalia, Mo., Nov. 11, to establish a Missouri plan of crop improvement. It was decided to work for the close co-operation of the state and the federal government and the appointment of a state leader. James C. Falls, St. Louis, Mo., a seed expert, attended the meeting at Sedalia. He has been instrumental in the institution of farm buros in counties surrounding St. Louis.

The work of the St. Louis County, Minnesota, farm buro, of which Mr. Hostetter is the agriculturist, has grown so rapidly since the association was formed last summer that it has been found necessary to subdivide the county into several districts and put an additional agriculturist in each district, with Mr. Hostetter as supervisor. The surrounding counties are also organized and the county agents put under Mr. Hostetter's supervision.

The Crop Improvement Com'ite has under way a plan for the establishment of seed centers in various localities in each county of every state, the idea being to induce the farmers to grow one type of corn, wheat, oats, rye, barley or the product best adapted to the soil and climate of any county, so that eventually a single variety may be obtained in car load lots free from mixture and the seeds of weeds. It is proposed to have a representative in each state where the work is to be carried on, arrange with a few business men, bankers, millers and several progressive farmers to form a ways and means com'ite. The duties of this com'ite will be to arrange for a general meeting to be called for a future time, at which as many farmers as possible will be brought together, each farmer to bring with him samples of each of the grains he intends to plant upon his farm. This meeting will be known as

Seed Comparison Day, and following a general discussion upon the merits of the samples exhibited, judgment will be passed upon them by a seed improvement com'ite consisting of three farmers and two business men.

PROF. P. G. HOLDEN BACK IN Agricultural Extension Work.

Prof. Perry G. Holden, formerly dean of the Iowa State College of Agriculture, Ames, Ia., known as the "Burbank of the corn field," has become the head of the Service Buro of the International Harvester Co., which will expend \$1,000,000 in the work of crop improvement.

Prof. Holden is recognized as the world's greatest authority on corn. He is one of the two or three renowned agricultural extension workers who stand head and shoulders above all others. Sen. A. B. Cummins of Iowa is authority for the statement that Prof. Holden's work in the state of Iowa has been worth \$30,000,000 to that commonwealth. It has been estimated that thru his efforts, the yield of corn in Iowa has been increased three bushels an acre.

Altho still a comparatively young man, there are few men in the world who have had as broad and practical, as well as systematic training in agricultural work. He won his spurs in Michigan, Illinois and Iowa. In explaining how he came to cast his fortune with the International Harvester Co., Prof. Holden said that it was not a mere commercial matter and salary had little to do with leading him to accept his new position—in fact he had received a number of other offers, but refused them because in the purpose of the Service Buro, he saw an opportunity to render greater service to humanity by greatly multiplying the effectiveness of his work.

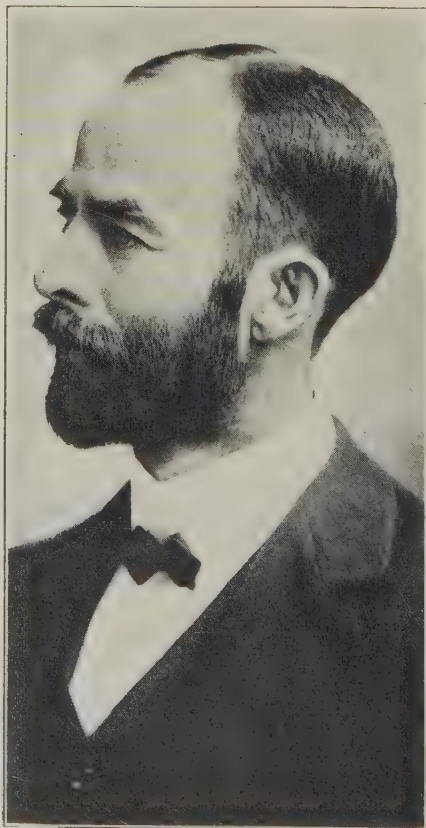
The work Prof. Holden has entered upon is of momentous importance to the agricultural interests of the country. The efficiency of the Service Buro of the International Harvester Co. will be increased greatly thru his efforts. Altho it is now too early to state definitely his plan, Prof. Holden declared his whole purpose could be summed up in an effort to increase the agricultural yield per acre.

In the southern states, the company has established three demonstration farms under the direction of experts. Two more such farms have been recently established in North Dakota and plans are under way to establish demonstration farms in the central and eastern states.

The company will employ its 42,000 agents thruout the country in distributing improved seeds and scientific farming literature. In addition, an effort will be made by Prof. Holden and his assistants to increase the production of corn thruout the corn belt, and introduce alfalfa in that section. Seed corn, alfalfa and diversified farming specials will be run in every state of the union. Consolidated country schools will be urged and lecturers will be provided free of charge to hold institutes thruout the country whenever petitioned by ten farmers.

The Grain Dealers Journal is first of them all.—E. F. Shorman, Allegan, Mich.

Two hundred members of the Chicago Board of Trade have signed a petition asking President-elect Woodrow Wilson to appoint Willis Moore, chief of the weather bureau, as Secretary of Agriculture.



Prof. P. G. Holden, Chicago, Ill., In Charge of Service Buro.

JOHN STUDABAKER DEAD.

"Uncle" John Studabaker, of Bluffton, Ind., died Nov. 17, aged 95 years. The deceased was senior member of the firm of John Studabaker & Son, dealers in grain, hay and seeds and had been engaged in the grain business at Bluffton for over sixty years. Infirmities caused by old age resulted in his death. For the past 12 years "Uncle" John Studabaker has been totally blind. This affliction did not prevent him from making daily trips to the office and transacting business, however, until last spring when his infirmities made it impossible to leave his home. Last February his wife died and since that time Bluffton's grand old man has declined. A few weeks ago he was attacked by a severe cold which hastened his death.

"Uncle John" Studabaker came to Bluffton in 1838 from Greenville, O., and established a store in the little frontier village. Indians were his principal customers. In connection with his mercantile business, he engaged in the grain trade. In this latter capacity, he built elevators at Warren, Bluffton and Markle, Ind. He had been actively engaged in the fur trade, dry goods business, and banking, and promoted the Ft. Wayne Southern Railroad.

For many years J. W. Sale was associated with Mr. Studabaker in the grain business as Studabaker, Sale & Co., but

in later years H. H. Dean has been and is now the active partner.

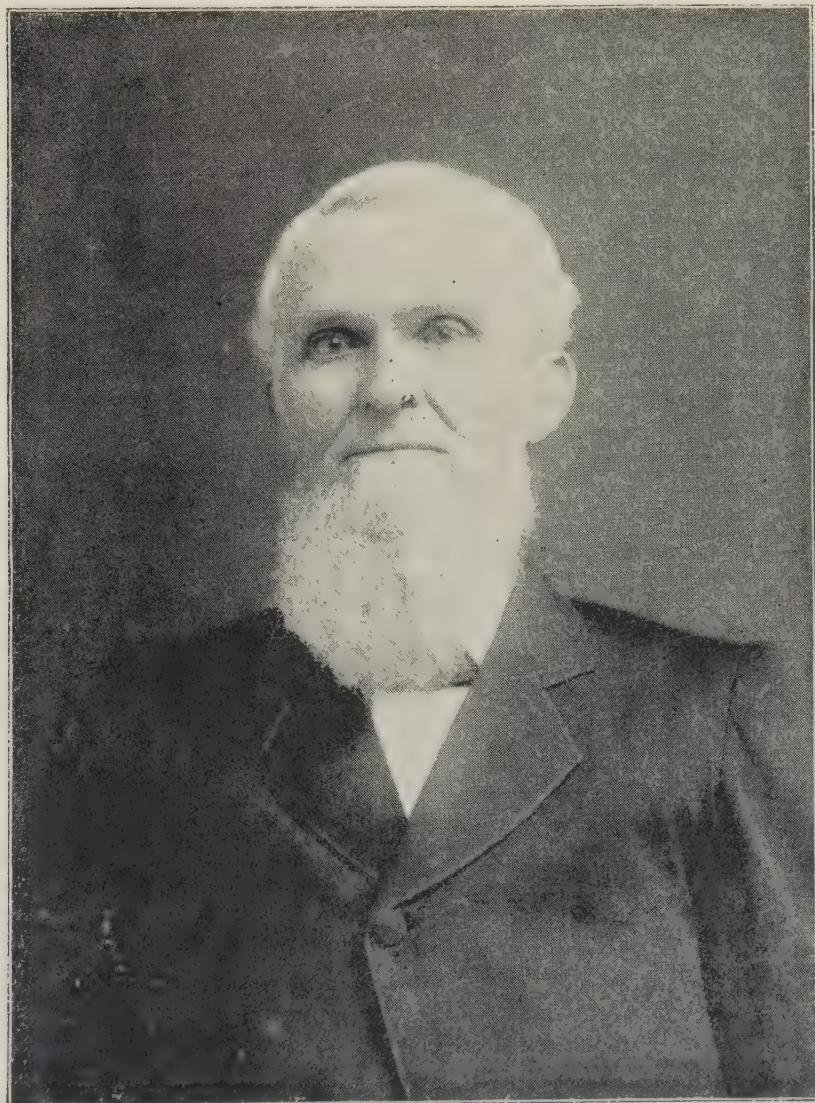
"Uncle John" was born in Darke County, O., Aug. 15, 1817, and passed his boyhood days on his father's farm. In 1839 he married. A son and daughter and numerous grandchildren and great-grandchildren survive him. A portrait of deceased is reproduced herewith.

Exports of Breadstuffs.

Exports of breadstuffs during the ten months prior to Nov. 1, included 2,987,422 bus. barley, 25,998,819 bus. corn, 17,153,873 bus. oats, 251,770 bus. rye, 40,195,969 bus. wheat and 8,248,790 barrels wheat flour; compared with 3,189,331 bus. barley, 53,514,967 bus. corn, 1,616,724 bus. oats, 982 bus. rye, 26,322,155 bus. wheat and 9,190,771 barrels of wheat flour during the corresponding ten months of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Wheat exports during October were 15,055,961 bus. this year; against 3,333,074 bus. last year. The total value of the breadstuffs exported during the ten months was \$108,140,658, compared with \$103,563,434 in the corresponding months of 1911.

We need the Grain Dealers Journal in our business.—Kime & Gibson, Nilwood, Ill.



John Studabaker, Bluffton, Ind., Deceased.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

A feature which the trade invariably overlooks when values have had either a long advance or a long decline is that the influences that carried trade sentiment to extremes in either direction is certain in time to be over discounted.

Wheat is now cheap, for any commodity that can be of service as food or a public utility is cheap when it is below the cost of production. This does not follow that there may not be a further depression, for no one can measure the bounds of an abnormal sentiment in markets, or politics, or finance, but the careful money making investor waits and watches, and takes advantage of just such opportunities.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

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CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

Supply Trade

Dallas, Tex.—The Bessemer Gas Engine Co. has been incorporated with a capital stock of \$10,000.

Muncie, Ind.—The Muncie Gas Engine & Supply Co. has increased its capital stock from \$100,000 to \$250,000.

Charles City, Ia.—A new issue of treasury stock to the amount of \$750,000 has been issued by the Hart-Parr Co.

The extravagant "free" or "send-no-money" offer in advertising is buried in the same grave with the "booze-party" in personal salesmanship.

Chicago, Ill.—The U. S. District Court, 9th District, recently ordered the sale of the stock, material and assets of the Atlas Belting Co., bankrupt.

Bloomington, Ill.—The Portable Elvtr. Mfg. Co. has discontinued its jobbing arrangements in Illinois, and will sell its line of farm elevators direct to users.

Chicago, Ill.—The Hess Warming & Ventilating Co. has just issued a new bulletin on the Hess Moisture Tester, showing the latest improvements made. To all interested grain dealer readers of the Journal this will be gladly sent on application to the Hess Co.

Chicago, Ill.—The annual national exhibition of commercial vehicles will be held in Chicago on Feb. 10-15th, 1913, occupying the second week of the 13th annual National Automobile Show. There will be on exhibition about 250 models of different motor vehicles, suited to every kind of industrial and commercial purpose.

A very attractive and interesting little booklet is that published by the H. W. Johns-Marville Co., entitled "A Fire Department in Your Building" illustrating the J-M line of fire fighting apparatus. This is something that ought to interest every grain dealer and readers of the Journal will be gladly supplied upon application to either the main office, 100 William St., New York, or any of the many branch offices.

Chicago, Ill.—The great demand for the Hess moisture tester is taxing the capacity of the Hess plant to the utmost. Recent sales of the Hess tester have been made to the Quaker Oats Co., Chicago, Ill.; Beaver, Yetter, Ware, Bradgate and Sioux Rapids, Ia.; Atlas Elvtr. Co., Minneapolis, Minn.; Yankton, S. D.; Sioux Center, Ia.; and Randolph, Neb.; A. H. Betts, Boyden, Ia.; Mitchell and Hartford, S. D.; Whittemore Elvtr. Co., Whittemore, Ia.; Farmers Elvtr. Co., Holstein, Ia.; John Metcalfe & Co., Kesley, Ia.; Farmers Elvtr. Co., Ericson, Ia.; Colorado Mfg. & Elvtr. Co., Denver, Colo.; Porch & Adams, Cahery, Ill.; E. W. Cook, Hobart, Ia.; F. H. Farnsworth, Kokomo, Ia.; Arthur Co-Op. Elvtr. Co., Arthur, Ia.; A. B. Elliott, Whiting, Ia.; Farmers Co-Op. Society, Green, Ia.; Stockdale & Dietz, Esterville, Ia.; Saunemin Elvtr. Co., Saunemin, Ill.; F. J. Turner, Verina, Ia.; and Fonda, Ia.; J. B. Adams, Galva, Ia.; Kemper Mill & Elvtr. Co., Kansas City, Mo.; A. L. Duncan & Sons, Seaton, Ill.; Farmers Elvtr. Co., Mission Hill, S. D.; Bryce Farmers Grain Co., Bryce, Ill.; Wright & McQuinney, Portsmouth, Ia.; Bagley-Renard Co., Carroll, Neb.; Farmers Trading Co., Laurens, Ia.; Western

Elvtr. Co., Winona, Minn.; Tiedeman Elvtr. Co., Curlew, Galva, Webb, Plessis, Laurens, and Hornick, Ia.; and Hudson, S. D.; E. M. Cassidy, Whiting, Ia.; Anchor Grain Co., Wakefield, Ponca and Randolph, Neb.; Farmers Elvtr. Co., Pilot Mound, Ia.; J. F. Twamley & Son, Tennant and Nemaha, Ia.; Hushka & Gerke, Bradford, Ia.; Farmers Grain & Coal Co., Mason City, Ill.; Frank M. Hubbard, Mason City, Ill.; Barnum Elvtr. Co., Barnum, Ia.; Alma Grain & Lbr. Co., Alma, Mich.; Farmers Elvtr. Co., Bagley, Ia.; Farmers Elvtr. Co., Letcher, S. D.; Cleveland Grain Co., Sheldon and Champaign, Ill.; Savoy Grain & Coal Co., Savoy, Ill.; McCaull-Webster Elvtr. Co., Walt Hill, Neb.; Calliope, Ia.; and Lesterville, S. D. John A. Salzer Seed Co., LaCrosse, Wis., are recent purchasers of a Hess drier.

Moline, Ill.—Barnard & Leas Mfg. Co. report an unusual number of orders for the last few months. In spite of the handicap occasioned by its late fire, it has been very busy during the past season and orders are still coming in at a lively rate. The large crops this season and the prosperous condition of the country promise a good business for the next season and this, with the new plant and increased facilities for handling orders, should make it a banner year for the company. The fine weather this Fall has enabled the contractors to make excellent progress on the new plant of the Barnard & Leas Mfg. Co. They expect to have it under roof by Dec. 1st, and most of the machinery installed by Jan. 1st. At present the site of the plant presents a scene of great activity. Hundreds of men are busy assembling the materials, pouring the concrete, erecting the steel and doing the numberless other tasks necessary for the completion of a plant of this size.

Reparation Allowed by Interstate Commission.

Unreasonable rates charged by railroads were set aside by the Interstate Commerce Commission this month and reparation ordered to a number of grain shippers.

H. S. Grimes, Portsmouth, O., received a refund from the Norfolk & Western Ry. Co., amounting to \$146.32 on account of an unreasonable rate applied on 25 shipments of corn and wheat from Ohio points to West Virginia.

The Updike Grain Co., Omaha, won a refund of \$40 from the C. B. & Q. for unreasonable rates charged on a shipment of corn from Warham, Neb., to Worland, Wyo.

A refund of \$44.45 was given the American Hominy Co., for unreasonable rates charged by the Illinois Central on a car of corn from Bondville, Ill., to Decatur, Ill., for milling.

The B. F. Glover & Son, New Orleans, La., was awarded a refund of \$420.50 on account of an over charge on 45 cars of corn by the Illinois Central, from points in Illinois to New Orleans for export to Havana.

The Illinois Central was forced to refund \$146.08 to D. W. Wilkinson & Bro., on account of an unreasonable charge on 16 cars of grain from points in Illinois, Tennessee and Kentucky, to Jackson, Miss., for reshipment.

The same road had to pay the Halliday Elvtr. Co., Cairo, Ill., \$96.05, the overcharge on 12 cars of oats from East St. Louis to Cairo, for subsequent reshipment to points in the southeast.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Erle in Sup. 3 to A4362 quotes grain rates between its stations and those of the Chi. & E., effective Dec. 4.

C. St. P. M. & O. in Sup. 5 to GFD1970 quotes grain rates between Minnesota and Wisconsin points, effective Dec. 9.

B. & O. in 11141 quotes grain rates from Baltimore, Md., and rate points to its stations and connections, effective Dec. 2.

P. M. in Sup. 13 to 3332 quotes grain rates from its stations and connections to eastern and New England points, effective Nov. 15.

L. S. & M. S. in Sup. 12 to ICC A2733 quotes grain rates from its stations and connections to C. F. A. points, effective Dec. 15.

G. N. in Sup. 20 to 22888 quotes grain rates between Minnesota, Wisconsin, Iowa, South Dakota and North Dakota points, effective Dec. 2.

L. S. & M. S. in Sup. 8 to ICC A2819 quotes grain rates from its stations and connections to eastern Virginia basing points, effective Dec. 15.

C. I. & L. in 4843, in connection with the Big Four, quotes local and joint rates applying on grain from its stations to Indianapolis, Ind., effective Dec. 9.

C. B. & Q. in Sup. 6 to GFO8125A quotes grain rates between Kansas City, St. Joseph, Mo., and stations taking the same rates, and Iowa points, effective Dec. 1.

Wabash in Sup. 1 to C10092 quotes rates on wheat between St. Louis, Mo., East St. Louis, Ill., and rate points and Emery and Clear Lake, Ia., 14½¢ (advance), effective Dec. 12.

C. R. I. & P. in 29075 quotes grain rates between Colorado, New Mexico and Wyoming points and Kansas, Nebraska, New Mexico and Oklahoma points, effective Dec. 16.

Wabash in Sup. 5 to C6874 quotes rules and regulations showing privileges on grain and grain products in transit at Wabash stations and connections, effective Nov. 28.

M. & I. issued a rate effective in state Oct. 29, interstate Dec. 2, on grain from Bemidji, Minn., to Big Falls, 8¢; Little Fork, 8½¢; Nakoda, 9¢; International Falls, Minn., 9½¢.

B. & O. in Sup. 19 to ICC 9154 quotes grain rates from its stations west of the Ohio River (including Ohio River division) to C. F. A. points and western points, effective Nov. 30.

C. & N. W. in Sup. 4 to 9462B quotes grain rates from Illinois and Mississippi River points to Atlantic seaboard and interior points, also to Canadian territory, effective Dec. 16.

C. & N. W. in Sup. 15 to 10671A quotes rates on grain screenings from La Crosse, Wis., and Winona, Minn. (originating beyond), to St. Louis, Mo., 10½¢ (advance), effective Dec. 14.

C. R. I. & P. in Sup. 8 to 19895D quotes grain rates from Colorado, Oklahoma, Iowa, Kansas, Minnesota and Nebraska points to Arkansas, Oklahoma and Texas points, effective Dec. 16.

C. G. W. quotes rates on oats and barley, effective Dec. 10, from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, when originating beyond to Pekin and Peoria, Ill., 10¢.

M. C. in 9263 quotes rates on corn, oats, wheat, rye and barley from Chicago, Gibson Yard, Hammond, Ind., and Kensington, Ill., to Matteson, Ill., 4½¢ (reduction), also wheat from Joliet, Ill., to Matteson, Ill., 4½¢; for rates on other grain products, see M. C. G. F. D. 8422, effective Dec. 10.

N. P. quotes a rate effective Dec. 7 on wheat, corn, rye, oats, barley, flaxseed, millet seed, between St. Paul, Minneapolis, Minnesota Transfer, Cloquet, Duluth, Minn., Superior, Wis., and Franklin, N. D., 14½c.

M. C. in a tariff effective Dec. 10 quotes rates on wheat from Joliet, Ill., to Matteson, Ill., 4½c; corn, oats, wheat, rye and barley from Chicago, Kensington, Ill., Gibson Yard and Hammond, Ind., to Matteson, Ill., 4½c.

A. T. & S. F. in 6566E quotes grain rates from Mississippi River and Illinois points on its lines and connections to points on the Atlantic seaboard and in interior Canada, New Foundland and on the Ohio River, effective Dec. 10.

C. & N. W. in 14532 quotes rates on wheat, oats and barley stopped in transit at Cedar Rapids, Ia., or intermediate points to be milled, cleaned or mixed in transit, destined to Chicago and C. & N. W. stations, effective Dec. 5.

C. I. & Sou. in 51A quotes grain rates from its stations in Illinois to Kankakee Ill. (applies only as proportional rates on traffic destined beyond via its lines to points to which rates are shown in C. I. & Sou. GFO131E), effective Dec. 6.

M. V. quotes a rate effective Dec. 10, to Ft. Smith, Ark., and points taking same rates, from Wagoner, Chercreek, Rex, Falls City, Verdard, Arkansas City, Seibold, Okla., wheat 12c, corn 9c; from Calvin, Okla., wheat 18c, corn 17c; Bear, Okla., wheat 16c, corn 15c; Lamar, Okla., wheat 15c, corn 13c.

C. & E. I. in Sup. 2 to 5164-A quotes grain rates from Auburn Park, Chicago, Chicago Heights, Dolton, Englewood, Kensington and Momenue Transfer, Ill., to points named in tariff. Participating carriers are as shown in tariff with the addition of Chicago, Milwaukee & Gary Ry., effective Dec. 7.

C. R. I. & P. in 13207-F quotes joint proportional rates on grain and seeds from Kansas City, St. Joseph, Mo., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to stations in Illinois, Indiana and Wisconsin on connecting lines, effective Dec. 10.

Mo. Pac. in Sup. 10 to 1980C quotes grain rates from Colorado, Kansas, Missouri, Nebraska and Oklahoma points to Tennessee, Illinois, Missouri, Florida, Arkansas and Louisiana points, effective Dec. 11.

C. & A. in 1602-B quotes grain rates from Kansas City, St. Joseph, Mo., and Elwood, Kan., when originating at other points or when milled at Kansas City, St. Joseph, Mo., or Elwood, Kan., from grain originating at other points to C. & A. and connections in Illinois, Indiana, Michigan, Minnesota, Missouri, Ohio and Wisconsin, effective Dec. 15.

C. R. I. & P. in Sup. 6 to 19690-D quotes local, joint and proportional rates on grain and seeds from stations in Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Dec. 18.

K. C. Sou. quotes rates, effective Dec. 5, on wheat, corn and oats, from Council Bluffs, Ia., Omaha, South Omaha and Nebraska City, Neb., to Port Arthur, Tex., when for export, 15½c; from Kansas City, Grandview, Independence, Joplin, Neosho, Mo., Pittsburg, Kan., to Port Arthur, Tex., Algiers, Gretna, New Orleans, Port Chalmette and Westwego, La., for export, 14½c.

C. R. I. & P. (St. Paul and Kansas City Short Line) in Sup. 62 to 18750-A quotes proportional rates on grain and seeds from Kansas City, St. Joseph, Mo., Atchison, Armourdale (Kansas City, Kan.), Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., when originating at points in Iowa, Missouri, Kansas, Nebraska, Colorado, Oklahoma and Texas to stations on lines named in tariff as amended, effective Dec. 19.

C. B. & Q. in Sup. 8 to GFO1346-D quotes grain rates between Chicago, Peoria, Ill., and rate points and its stations and those of the R. I. Sou. in Illinois, effective Dec. 20.

C. R. I. & P. in Sup. 11 to 13207-E and Sup. 11 to 13207-F quotes grain rates from Missouri River points to Illinois, Iowa, and Wisconsin points on connecting lines, effective Jan. 10, 1913.

Wabash in Sup. 18 to B6675 quotes grain rates from its stations on and east of Mississippi River, also conducting line stations to eastern seaboard and Canadian cities, effective Dec. 13.

C. & N. W. in Sup. 10 to GFD11475A quotes rates on grain between station in Illinois and Wisconsin and stations in Iowa, Minnesota, North Dakota and South Dakota, effective Dec. 17.

K. C. M. & O. in Sup. 5 to 71 quotes grain rates between stations in Kansas and Oklahoma and Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota and Wisconsin points, effective Dec. 19.

Mo. Pac. in Sup. 16 to 1432-A quotes grain rates from Missouri River points to St. L. I. M. & S. stations and connections in Arkansas, and Missouri, also Alexanders and Lynch Spur, Okla., effective Dec. 17.

C. B. & Q. in GFO 3097-F quotes rates for cleaning, milling, mixing, storing, shelling and reconsigning arrangements on wheat, corn, rye, oats, barley and feed at St. Joseph, Mo., and Elwood, Kan., effective Dec. 15.

St. L. & S. F. in Sup. 12 to 1558 quotes grain rates between stations in Illinois, Minnesota, St. Louis, Carondelet, Mo., and rate points and points in Arkansas, Illinois, Kansas, Missouri and Oklahoma, effective Dec. 17.

Wabash in B5003 quotes grain rates and re-shipping rates from Missouri River points, also from St. Joseph, Mo., and Elwood, Kan., to Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri and Wisconsin points, effective Dec. 15.

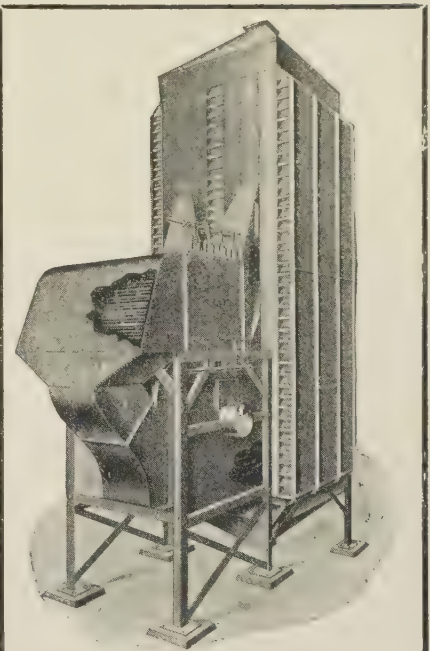
C. B. & Q. in Sup. 20 to GFO5400-A quotes grain rates between Omaha, Neb., Sioux City, Ia., St. Joseph, Kansas City, Mo., and rate points and its stations on lines west of the Missouri River, Rapid City B. H. & W. and C. & N. W. stations and connections, effective Dec. 15.

C. R. I. & P. in Sup. 1 to 28675-A quotes grain rates between Missouri River common points, also St. Louis, Mo., stations in Illinois, Colorado, Iowa, Kansas, Missouri and Nebraska and stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, effective Dec. 20.

M. C. in Sup. 2 to GFD8844 quotes grain rates to Buffalo, Black Rock, and Suspension Bridge, N. Y., from stations; Windsor, Ont. to Villa Nova, Ont., inclusive; Edgars, Ont., to Petrolia, Ont., inclusive; Chatham, Ont., to Wallaceburg, Ont., inclusive, 8½c (advance), effective Dec. 16.

Mo. Pac. quotes a rate effective Nov. 7 between St. Louis and Carondelet, Mo., East St. Louis, Cairo, Thebes, Chicago, Joliet, Lockport, Peoria, Ill., Memphis, Tenn., and points taking same rates, and Cremer, West Crossett, Garetson, Crossett, East Crossett, McKinney, Pugh, Ashley, Long View, Fountain Hill, Ark., wheat, flaxseed, millet seed, Hungarian seed, broom corn seed, popcorn seed, 10c; kanr corn, corn, rye, oats, barley, grain screenings, mill stuff, sorghum seed and corn chops, 9c.

C. R. I. & P. in Sup. 67 to 10389-C quotes local, joint and proportional rates on grain, flax and millet seed between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota on the line of the C. R. I. & P., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan.; also on grain from its stations in Iowa, Minnesota and South Dakota to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Dec. 19.



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Supreme Court Decisions

Fire Policy Application.—The act of a soliciting fire insurance agent in filling out blanks in an application for a policy, after it has been signed by applicant, is the act of insurer.—*Guptill v. Pine Tree State Mut. Fire Ins. Co.* Supreme Judicial Court of Maine. 84 Atl. 529.

Buyer's Right of Action Against Carrier.—A buyer of goods in whom the title has vested, but who is not entitled to possession from the carrier until payment of the price, may maintain an action against the carrier for damages from delay in transportation.—*Robinson & Martin v. Houston & T. C. Ry. Co.* Supreme Court of Texas. 146 S. W. 537.

Bank Not Bound by Trade Custom.—A bank which had no knowledge of a custom between dealers in fruit, whereby the shipper would draw upon the consignee subject to inspection before payment by the consignee, would not be bound by such custom in an action by it on the draft.—*Citizens Nat. Bank of Los Angeles v. Ariss.* Supreme Court of Washington. 123 Pac. 593.

Rescission of Sale.—Where a contract for the sale of cane seed did not require it to be free from Johnson grass, the buyer's request that the seed be free from that grass does not warrant the seller in repudiating the contract; the buyer not attempting to repudiate the contract, even if the request be refused.—*Howe Grain & Mercantile Co. v. Taylor.* Court of Civil Appeals of Texas. 147 S. W. 656.

Transfer of B/L.—In an action by a bank for damages resulting from attachment by defendant of grain, title of which had passed to the bank from the attachment defendant, it was error to submit an issue as to whether the transfer of the B/L to the bank was a mere colorable transaction, where there was no evidence of lack of good faith on the bank's part.—*Buckeye Nat'l Bank of Findlay, O., v. Huff & Cook.* Supreme Court of Appeals of Virginia. 75 S. E. 769.

Contract in Restraint of Trade Not Enforceable.—In view of Anti-Trust Law (Acts 28th Leg. c. 94) §§ 3, 4, providing that an agreement made in violation of the act should be "absolutely void and not enforceable either in law or equity," the buyer could not maintain an action for damages for breach of a contract to sell grain which included provisions in restraint of trade contrary to the act.—*Star Mill & Elevator Co. v. Ft. Worth Grain & Elevator Co.* Court of Civil Appeals of Texas. 146 S. W. 604.

Option Trades Lawful.—The testimony of defendant that the claim against him grew out of trades in grain for future delivery or option trades, and that dealing in futures means the purchase and sale for future delivery or speculation on the market, does not show an unlawful transaction within the statute prohibiting transactions where no delivery or receipt in good faith is intended.—*Beall v. Kansas City Board of Trade.* Kansas City Court of Appeals, Mo. 148 S. W. 386.

Measure of Damages.—That letters containing an offer and acceptance of grain to be delivered in St. Louis referred in different terms to the inspection which should govern it did not prevent them from constituting a contract of sale, where it appeared that there was but one official inspection at St. Louis which was accepted by both parties without question so far as deliveries were made and was clearly the one meant and understood by both.—*Gaunt v. Ralston Purina Co.* U. S. Circuit Court of Appeals. 198 Fed. 60.

Burning of Grain on Storage.—In an action for price of wheat, which, after being stored with a milling company, was destroyed by fire, evidence that the defendant was carrying insurance on the grain in its mill is not admissible to show its ownership of the wheat, for warehousemen and bailees have the right to insure bailments for their protection against loss which might occur thru the negligence of their servants, agents or themselves.—*Webster Bros. Milling Co. v. Bingham.* Supreme Court of Arizona. 125 Pac. 709.

Landlord's Lien.—A landlord who agrees that a merchant shall furnish supplies to a subtenant of a part of the premises, and who consents, at a time when the crop is in a favorable condition, and when it appears that enough would be produced to more than pay the rent, to the payment of one-half the value of the first part of the crop to the merchant, does not thereby waive his lien for rent on all the remaining crop, if necessary for the payment of rent.—*Jacobson v. Atkins.* Supreme Court of Arkansas. 146 S. W. 133.

Landlord's Lien.—A lease provided that the lessor should receive one-half of all the produce of the farm as soon as sold, until the entire cash rent was paid, and reserved to the lessor a lien on the same for the payment of rent. A subsequent clause required the lessee to leave as much hay on the farm as when he took possession, and provided that he should pay at the rate of \$5 a ton for any deficiency, and receive from the landlord at the same rate for any excess. Held, that the lease reserved to the lessor the power of sale of the produce of the farm until the rent was paid in full, together with a lien thereon.—*Larraway v. Tillotson.* Supreme Court of Vermont. 70 Atl. 1060 1063.

Incompetence of State Inspector Does Not Make Shipper Guilty of Misbranding.—The H. Company, at Kansas City, Mo., on April 3, 1909, contracted to sell to the W. Company at Ft. Worth, Tex., 5,000 bushels of No. 2 red wheat, according to the Missouri official state grades. On April 29, 1909, the H. Company ordered the operator of a public elevator where it stored its grain to ship to the W. Company in fulfillment of this contract No. 2 red wheat. The operator loaded and sent to the W. Company a car of wheat. After this wheat was loaded, the official inspector of the state of Missouri at Kansas City inspected, adjudged and certified this wheat to be No. 2 red wheat. An invoice of it was forwarded to the W. Company dated May 3, 1909, showing that it was shipped under the contract of April 3, 1909, and subject to Kansas City weights and grades. The wheat arrived in Texas without change. The Texas inspector, the federal inspector and other witnesses there found it to be, and it was, wheat of another and less valuable grade. None of the officers or employees of the H. Company had any knowledge of this fact, or anything to do with the grading or shipping, except to order the operator of the public elevator to ship No. 2 red wheat. Held, the H. Company was not guilty of misbranding or of adulterating within the meaning of sections 7 and 8 of the Pure Food Act (Act June 30, 1906, c. 3915, 34 Stat. 768, 769 [U. S. Comp. St. Supp. 1909, pp. 1190, 1191]). *Hall-Baker Grain Co. v. United States.* Circuit Court of Appeals. 198 Fed. 614.

To compel the Clement Grain Co., of Waco, Tex., to deliver a shipment of oats billed to them, D. W. Wilkinson & Bro. of Jackson, Miss., have brought suit. The oats were shipped according to agreement but were delayed in transit. A sight draft mailed by the Texas firm was presented for payment before the car of oats arrived. Payment was refused by D. W. Wilkinson & Bro., until the oats had arrived. The bank returned the draft, whereupon delivery of the oats was refused by the defendant in the action.

DEATH OF B. B. BABCOCK.

Barzillai Bowen Babcock, well known to the grain trade as a designer of elevators and inventor of many grain handling devices, died at his home in Decatur, Ill., Nov. 10, aged 80 years. Death was caused by kidney trouble.

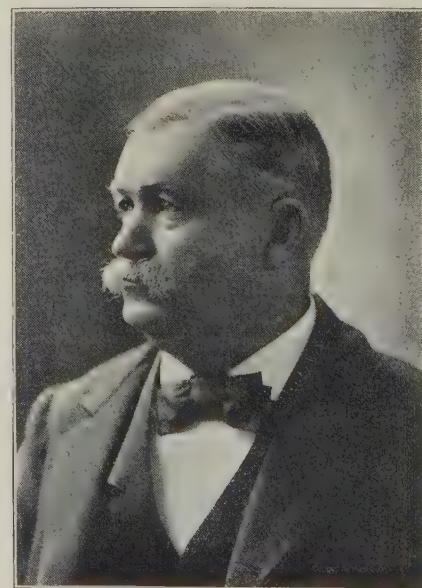
Up to 15 years ago, Mr. Babcock designed many elevators built between St. Louis and Council Bluffs, Ia. For 35 years he was employed by the Union Iron Works of Decatur, Ill., during the greater part of which time he was architect for the company. Few persons had a wider acquaintance among elevator men of the Mississippi Valley than did Mr. Babcock. To his ingenuity must be credited many new devices and valuable ideas in the arrangement of country elevators. He retired from active service five years ago.

During the war Mr. Babcock was connected with the mechanical department of the navy at Cairo, Ill. He followed millwrighting from 1865 to 1870, at which time he was employed as a pattern maker by the Union Iron Works of Decatur, Ill. He remained with this company until 1880, when he went to Missouri to take charge of a line of grain elevators owned by his brother and himself. He made his headquarters at Hardin. During his residence there he was elected mayor, notwithstanding that he and another patriot constituted the republican party in Hardin.

Mr. Babcock remained in the grain business about four years, when he sold his interest and again resumed connection with the Union Iron Works, in whose employ he remained until five years ago. The deceased made a special study of elevator plans and was licensed by the state of Illinois as an architect. The number of houses designed by him number over a thousand.

Four years ago Mr. and Mrs. Babcock celebrated their golden wedding. A widow and three daughters survive. A portrait of Mr. Babcock is given herewith.

As a result of careful selection of seed, South Dakota grain dealers report an unusually large proportion of grain grading No. 1. W. E. Brewster, manager of the Woonsocket Farmers Elevator Co., states that fully 50 per cent of the grain purchased by him this fall has graded No. 1.



B. B. Babcock, Decatur, Ill., Deceased.

Patents Granted

Seed Testing Device. No. 1,044,247. (See cut.) Morley P. Reynolds, Cleveland, O. The device is for the purpose of testing seed in a seed germination bed, and consists of supporting means for removably holding ears of corn vertically over the bed. Upon removal of any ear, the germination of the seed from said ear can be observed.

Sack Scale. No. 1,045,062. (See cut.) Carl Nagel, Glesmarode, Germany. The scale has a collar for supporting the sack and holding the same in open position. Also there is a supply for the sack and an elastic member forming an impervious and detachable connection between the sack-supporting means and the supply. Means are provided for breaking the connection made by the member between the sack and its supply.

Scouring Machine. No. 1,044,924. (See cut.) Charles H. Scott, Minneapolis, Minn. The machine includes a horizontal container, composed of a series of rings placed edge to edge, with means for securing the rings in spaced relation to each other, whereby narrow cracks are formed between the rings. The inner faces of the rings are straight in cross section and lie in the same plane thruout their entire width, with a plurality of spaced depressions having rounded bottoms formed therein.

Weighing Machine. No. 1,044,353. (See cut.) John P. Clifford and Stanley G. Murray, Passaic, N. J., assignors to Richardson Scale Co., Athenia, N. J. The machine is in combination with a weigh hopper, with means embodying a cut-off gate for supplying material to it. A casing encloses the upper portion of the weigh hopper and the cut-off gate. A weigh beam, having supporting bearings located exteriorly of the casing, has arms extending into the casing and supporting the weigh hopper.

Plural Belt Conveyor. No. 1,044,428. (See cut.) William W. Wallace, Chicago, Ill., assignor to Raymond C. Penfield, Chicago, Ill. The apparatus comprises a loading conveyor portion, formed of plural parts arranged alongside one another, with one part extending only part way across the

space from which the space is to be taken. Another part extends a substantially greater distance across the space and has means permitting adjustment of the conveyor portion laterally thru the space from which the load is to be taken, with the plural parts maintained in relative operative position.

Weighing and Filling Machine. No. 1,044,527. (See cut.) George Hoepner, Chicago, Ill. The device consists of a container for material to be received, a yieldable member adjacent to the container for engaging the receptacle to be filled, a feeding device for forcing material from the container into a receptacle engaged by the yieldable member. As the material enters the receptacle it forces the yieldable member away from the container. The device has a driving member with a controller for the latter; power actuated means for actuating the controller and a master controller governed by the yieldable member for controlling the power actuated means.

Automatic Weighing Device. No. 1,044,965. (See cut.) Theodore Zollner, Duluth, Minn. The weighing mechanism comprises a hopper, a shaft disposed longitudinally in the bottom of the hopper, a helical or screw conveyor blade secured to the shaft. A port from the hopper is adjacent to the conveyor. A driven wheel is rotatably mounted on the shaft, having a friction clutch for engaging and disengaging the wheel and shaft. A spring for holding the clutch is normally in engagement. A gate closes the port, having a co-acting lever arms for opening and closing the gate and throwing the clutch out of engagement. An electro magnet operates the lever arms to disengage the clutch and close the gate. The scales and contact mechanism are actuated by the movement of the scales for causing a current to flow thru the magnet.

Books Received

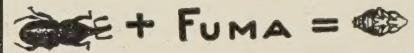
VETCHES by C. V. Piper, agrostologist in charge of forage-crop investigations, Bureau of Plant Industry, and Roland McKee, scientific assistant, office of forage-crop investigations, Bureau of Plant Industry, is a comprehensive treatise on vetches, with a chapter on vetch seed and its adulterants. The authors treat the common vetch and the hairy vetch, giving in detail soil requirements, methods of sowing, rotation, inoculation, uses of the crop, harvesting, etc. Farmers Bulletin 515; 28 pages. U. S. Dept. of Agriculture, Washington, D. C.

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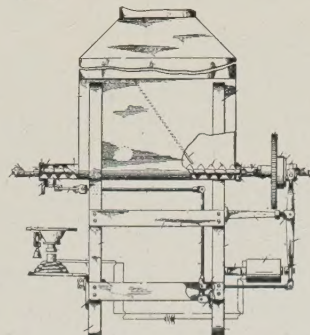
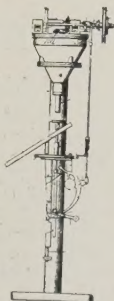
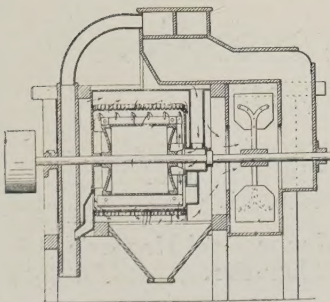
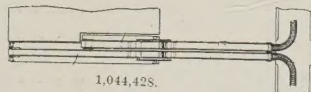
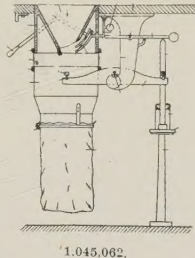
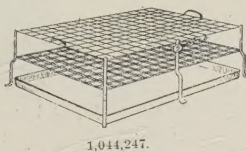
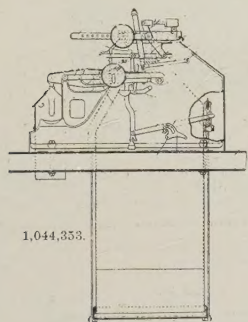
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1,044,924.

1,044,527.

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Feedstuffs

The Molassine Co., Ltd., of London, manufacturers of a horse and cattle feed will establish a branch office at Boston, Mass., in charge of Thomas M. Hay, in Board of Trade bldg.

Charged with misbranding cotton seed meal by incorrectly stating the protein contents, the Bartlett Co. of Jackson, Mich., was forced by the federal board of food and drug inspection to pay a fine.

W. E. & D. A. Porter, feed dealers of Skowhegan, Me., have complained to the government over a shipment of cotton seed from Silver, Ala., claiming that the feed did not meet the requirements of the pure food and drug act.

Milwaukee received 24,720 tons of feed during October, 1912, against 6,510 in the same month of 1911; and shipped 24,687 tons during October compared with 26,371 tons in October, 1911.—H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

Peoria received 4249 tons of mill feed during October, compared with 4465 tons received in October last year. Shipments of mill feed during October this year totaled 8,347 tons; against 8,344 tons shipped in October, 1911.—John R. Lofgren, sec'y Peoria Board of Trade.

The Ubike Mfg. Co., Cincinnati, was incorporated Nov. 12 with a capital stock of \$250,000. The company will engage in the wholesale feed business with branch offices in the east. The incorporators are Hans Van Ness, Louis Moeser, Andrew H. Lipelman, Charles W. Hoffman and Charles Kuyper.

Of interest to feed dealers is the bulletin of the Purdue University Experiment Station, entitled "Commercial Feeding Stuffs." The bulletin, which is No. 161, Vol. 16, issued August, 1912, gives the Indiana feeding stuff law in full and

gives complete statistics of all feed stuffs registered and reported on sale in that state. The report of feed inspection is also given.

Exports of Feedstuffs.

Oil cake exported during the nine months prior to Oct. 1 included 54,983,648 lbs. of corn oil cake, 738,346,699 lbs. of cotton seed oil cake and 519,272,076 lbs. of linseed oil cake; compared with 61,747,876 lbs. of corn oil cake, 471,430,316 of cotton seed oil cake and 379,554,759 lbs. of linseed oil cake exported during the corresponding months of the preceding year.

Bran middlings and mill feed exported during the nine months amounted to 82,447 tons; compared with 72,382 tons the corresponding nine months of 1911.

Exports of dried grains and malt sprouts during the nine months prior to Oct. 1 amounted to 58,797 tons; compared with 64,550 tons in the preceding year. We exported rice, bran and polish during the nine months prior to Oct. 1 to the extent of 6,942,592 lbs., against 3,959,798 in the corresponding period of 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Soy Beans in Germany.

The soya bean industry in Germany is increasing, according to the report of Robert P. Skinner, consul general at Hamburg. Trade in the manufactured products of the soya bean, excluding oil, has been built up largely in foreign tributary markets, because cattle in Germany are generally stall fed, and on account of lack of exercise the cattle are subject to digestive disorders when fed with soya bean cake.

The soya bean cake, manufactured after the oil has been pressed out of the bean, contains from 44 to 48 per cent protein, the difference being due to the manner in which the oil is extracted. As a feed preparation, the soya bean cake bids fair to rival the corn oil and linseed

oil cake, manufactured extensively in the United States.

All contracts for the sale of soya beans in Germany are governed according to the terms of the Incorporated Oil Seed Ass'n of London. These contracts consist of 13 lengthy articles and provide, among other things, that all disputes arising out of contracts shall be referred to arbitration in London.

Last year a Hamburg concern shipped a quantity of the beans to Houston, Tex., for planting. Results were excellent, according to the statement of the importers. In England sauces are manufactured from soya beans and a Hamburg manufacturer is advertising the bean as a coffee substitute or a material to be added to cocoa, by roasting and grinding the beans. Mr. Skinner adds in this connection, however, that the latter article has not met with commercial success.

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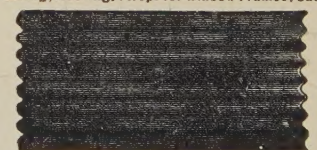
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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
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ORGANIZED 1878

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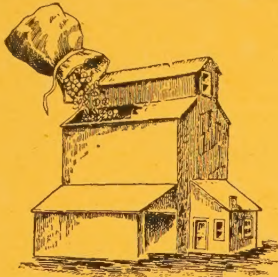
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GRAIN DEALERS JOURNAL,

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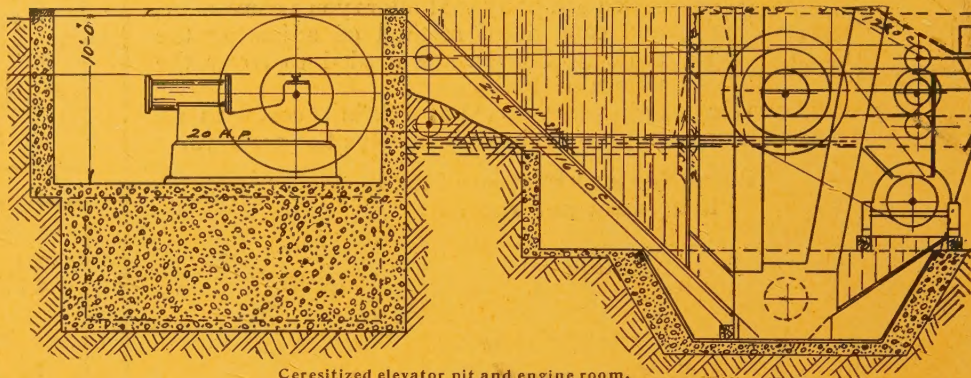
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is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator, on account of water in boot or tank.

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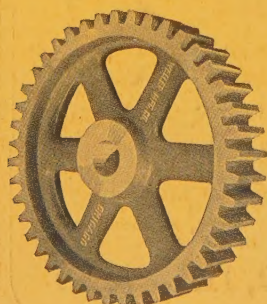
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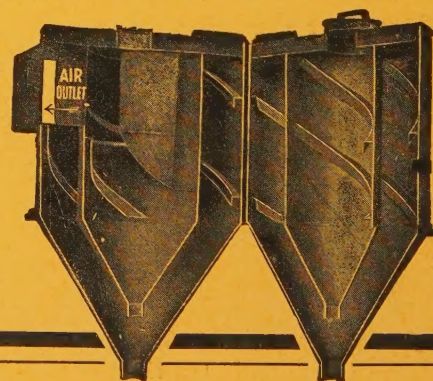
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